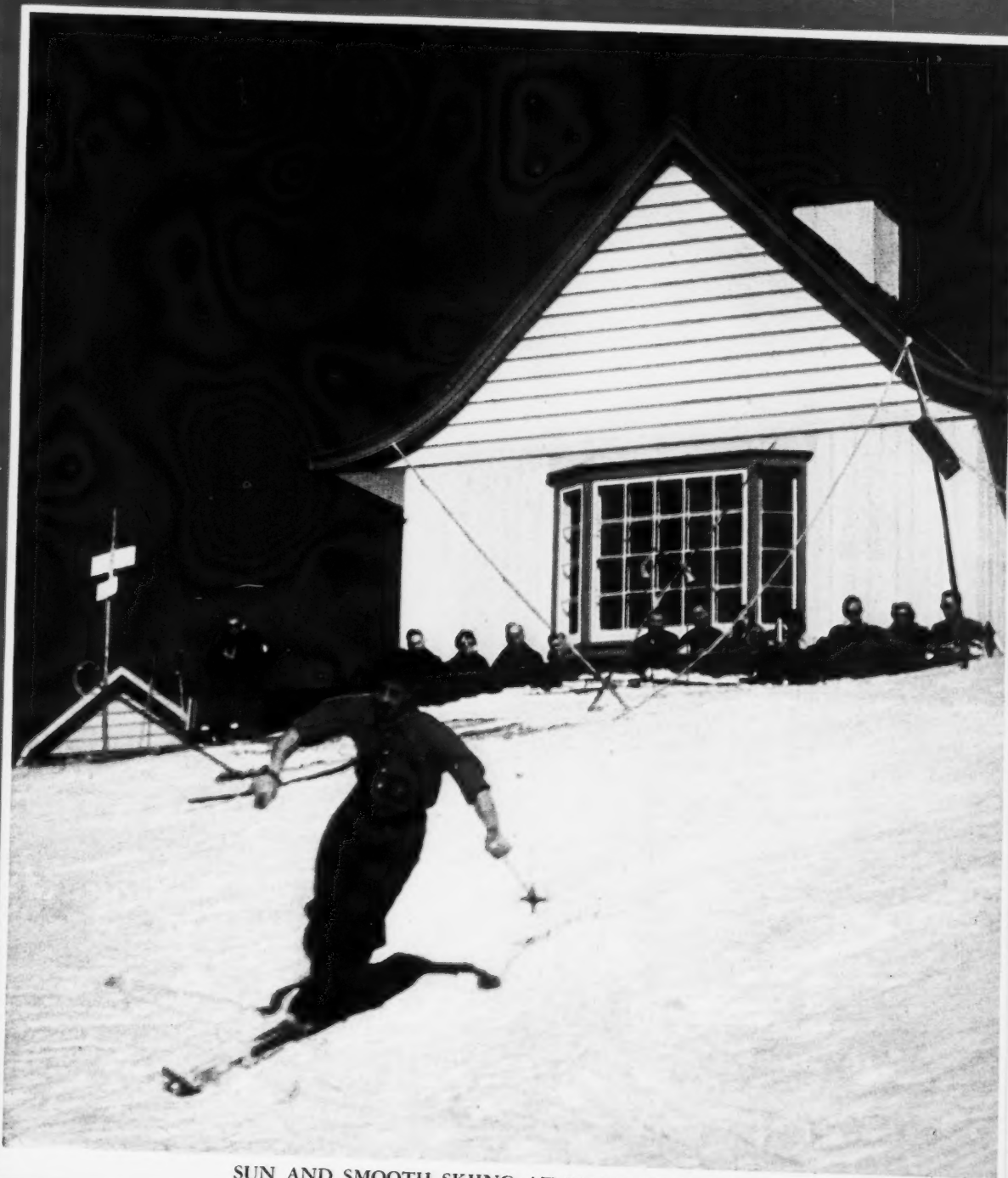


# SKI

World's Largest Ski Publication

**STEIN ERIKSEN:**  
Advice to Racers  
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DECEMBER 1 • 1954 • • • 35 CENTS

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"Snow Star" Parka - Snow Star on zippered chest pocket. Zelan treated fine yarn poplin. Lined black corduroy zip-hood. Adjustable cuffs 14.95  
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"Legion" Cap. Nylon or poplin with quilted lining 2.95

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Elastic waist anchor 1.00

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White Stag

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*These features are also the reason why champions choose Northland Skis. They base their choice of skis on performance, and they have seen Northland Skis demonstrate their superiority by winning more races the world over, than any other ski.*

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The new DOUBLE chairlift guarantees early skiing and  
opens, for the first time, a vast area to beginning and in-  
termediate skiers on the gentler upper slopes of Aspen  
Mountain.

For Aspen accommodations and  
services see adjoining page ►





## Editorially Speaking...

How would you like to receive a batch of letters saying, "You #@#"%\*\*!! I just sent you four dollars for three years, and here you send me another subscription order form!" Well, that's the fix we're in.

As usual at about this time of year—in fact, more so than usual—our readers are being snowed under by hundreds of thousands of mailing pieces and magazine inserts inviting them to subscribe to SKI. Some of these go to selected lists. Other go to all our subscribers, regardless of whether their subscriptions have just run out or are good for fourteen more years (yes, there are such cases).

Unfortunately these mailing pieces neglect to say you should ignore them if your subscription is still in good order. As a result, we fired our circulation promotion manager (he is now managing editor).

Not all the letters are complaints, however. Some of them are downright complimentary. They vary:

"I give up! If everything you say about SKI magazine weren't true then maybe I could ignore your many invitations to subscribe. But it is true, every agonizing word of it. So you win! Here's the three dollars. Keep 'em coming and keep 'em good!"

"You and editorial ought to get together. You try to sell me on a subscription. Two years ago I sent all the facts for a wonderful story. . . . Tell your publisher he is like the 'ump' who missed one. . . ."

"I think you may be interested in why my subscription is not being renewed. . . . Between my wife and myself, we spend over \$200 a year on skiing, so I'm not just a crank."

The finest tribute of all, without doubt, comes from a Connecticut reader whose subscription had lapsed for a year:

"The beginning of your letter reads like a poem. Laura Evans painted the most beautiful picture and wrote the most inspiring message with her typewriter.

"Members of the select fraternity of skiers form the backbone of America. More than just subscribers to SKI magazine who have let their subscriptions run over should receive letters like the one I received from Laura Evans.

"I can well understand how Laura Evans can put so much enthusiasm into her letters when she is talking about *skiing, the world's most exciting sport*. . . .

"SKI magazine is indispensable to me. Skiing has completely changed my way of life by developing my character, improving my judgment of people, and stimulating my senses to the thrills of the outdoor world.

"During the months which I didn't receive SKI I lapsed back into second childhood and was constantly depressed, in fact I had barely nerve enough to walk downstairs."

To save your friends as well as yourself from such a horrible fate, use the Christmas gift subscription form at page 17 in this issue.

*Bill Eldred*

# ASPEN



**ALPINE LODGE** A bit of Bavaria in the Rockies. "Famous Sauerbraten," charming zither music. Reasonable rates. Teal & Ila Wozniak, ski instructor & guide.



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Hand-Cutting the leather to the pattern



Shaping the leather over the last

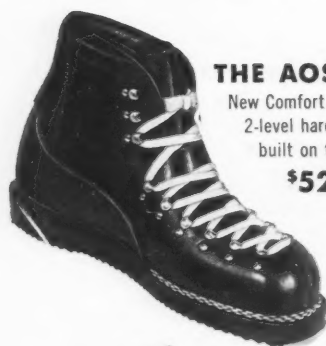


Applying first set of sole stitches



# NORDICA

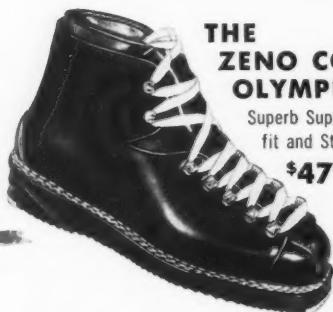
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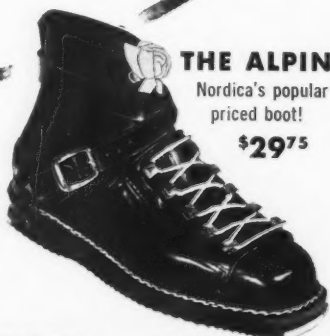
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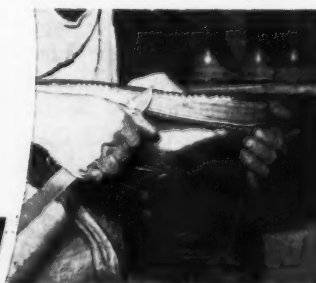
Pounding the Sole



"Unit" at work (Second Stitching)



Applying third sole stitching



Putting on the finishing touches

## THE BIG THREE in sunny SWITZERLAND

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Fun in the sun, and gaiety after dark. Brimming with the young and beautiful of four continents. Outstanding facilities for all winter sports: 5 ski lifts (one chair), 5 ice rinks, Switzerland's biggest Ski School.

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Ski for sunny hours on legendary *Parsenn*, skate endlessly on Europe's largest rink, enjoy unrivalled equipment for every winter sport. 30 runs, 2 funiculars, 4 ski hoists, new cable airway, 70 ski-ing teachers.

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Its fabulous reputation is well deserved! Olympic runs, new cable airway (the highest in Europe), wide choice of moderate priced hotels — still the favorite among discriminating "young moderns".

You've dreamed of wintering in SWITZERLAND — now you can! Want proof? Set up your normal winter vacation budget, then consult your travel agent or write to the SWISS NATIONAL TRAVEL OFFICE, 10 W. 49TH STREET, NEW YORK or 661 MARKET STREET, SAN FRANCISCO or direct to the local tourist office of the resorts named here.

You'll be amazed how far a ski-dollar goes in Switzerland, where hospitality is a national tradition.



Sirs:

I picked up your magazine one day simply because I had an extra thirty-five cents and an hour to kill.

Skiing, I had always thought, was a particularly lovely sport; one in which the human form came closest to being "free as a bird"—but you had to be such a healthy, outdoorsy, unpsychotic human form . . .

SKI magazine plunged me into a whirling melange of skis, boots, bindings, waxes, methods, techniques. Such odd and fuzzling language—but so intriguing. More than just one hour was "killed" in perusal of SKI, and in fact I was prompted to turn to ski literature in book form for further enlightenment.

It finally dawned upon me that even a neurasthenic, bookworm type like me could learn to ski . . . But where to start? What skis? What boots? And most important what technique? I am the most complete neophyte that ever was, and so begging your pardon for my ignorance I will ask you about skiing from a purely esthetic point of view. What is the most graceful, classic, elegant ski method to the beholder?

Who is the Capezio of ski boots? The Florence Hustig of Anaraks and pants? (at S. Klein prices I hasten to add!) And where is a sympathetic ski school for dumb ski hopefuls to be found in the New York area?

Must I expect to break one or both legs a few times the first year? I'd like to know so I can take out proper insurance.

A New Subscriber

Brooklyn, N.Y.

One of these days we'll run a \$9.99 clearance on techniques.

Sirs:

Would it not be advisable to seriously ponder the practical application and use of a radioactive isotope on mountaineering ski-equipment, perhaps as a forearm and precaution to provide an ever-ready means of revelation in the event of a glacial and/or avalanche mishap?

After all, properly trained *Lawinenhunde* search dogs are rather hard to

(Continued on page 9)

## FLY DIRECT

To Europe's  
**SKI**  
Paradise...



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SWITZERLAND • AUSTRIA  
FRANCE • ITALY • GERMANY

Start your Ski Holiday aboard a luxurious SWISSAIR DC-6B . . . fly directly (without changing planes) right to the heart of the Alps. Enjoy the immediate relaxation . . . wonderful food . . . typical Swiss hospitality, and unmatched pleasure of a precision flight . . . both to and from your vacation in Ski-Land. Independent trips and packages to suit every skier's Holiday needs as low as \$578.

SKI NOW . . . PAY LATER

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Fri. Feb. 11	Hans Thurner's Ski Tour
Sat. Feb. 19	Al Pines Ski Tour
Sat. Feb. 26	Ethel Van Degrieff's Ski Tour
Sat. Feb. 26	Perry Williams's Snow Ridge Special
Sat. Mar. 5	Frank Scotland's 5th Annual European Ski Tour
Sat. Mar. 5	Hubert Pirquet's Three Countries Alpine Ski Tour
Wed. Mar. 9	Hans Thurner's Ski Tour
Wed. Mar. 9	Paul & Paula Valer's Ski Tour
Sat. Mar. 12	Hannes Schmid's Ski Tour
End of Mar.	Walt Prager's Easter Ski Joust (date to be announced)

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# SKI Newsletter

---

OLYMPIC DAY IS NOVEMBER 24 at New York City's International Winter Sports Show (see page 13), which has donated exhibit space to the Olympic Ski Games Committee. Among European resorts represented at the show is Cortina d'Ampezzo, site of the 1956 winter games . . . The 10th Mountain Division of World War II fame has been reorganized and redesignated as simply the 10th Infantry Division. It is slated to replace the 1st Infantry Division in Germany sometime next year.

THE U.S.E.A.S.A. CONVENTION at Philadelphia on October 23-24 drew the largest attendance in its history—over 500. Similar enthusiasm attended the ninth annual New England Winter Conference held at Woodstock, Vt. on October 18-19. . . . A total of 211 claims was filed last season by 200 of the 2,570 skiers who subscribed to the National Ski Patrol's insurance plan. Twenty-six claims represented fractures, the balance representing sprains, twists and dislocations.

MAKERS OF THE CUBCO, SKI FREE AND U. S. STAR release bindings are collaborating in buying and distributing free of charge 2,500 fracture splints made of pasteboard. The new type splint was invented by Jack Marturano, well-known National Ski Patrolman of Sacramento, Calif. . . . Friends grieved the untimely death of Irene Lay Wing in Albuquerque this summer. A fine sportswoman, she for many years managed the ski department at Saks Fifth Avenue, New York City department store. . . . William H. Tibbits, Dartmouth '54 and co-captain of last season's ski team, died of carbon monoxide poisoning at his home in North River, N. Y. on October 25. Tibbits was national giant slalom champion in 1953.

A NEW SKI FILM, "STOWE FLURRIES," is available from the Mt. Mansfield Co., Stowe, Vt. for \$25 rental plus shipping charges. The film features Austrian ace Karl Fahrner, who will return to the Sepp Ruschp Ski School this season together with former Olympic coach Pepi Gabl. . . . Lowell Thomas Jr. is on a one-year round-the-world trip in his own plane. His lovely wife, Tay, acts as navigator.

THE LOS ANGELES JUNIOR SKI SCHOOL, under direction of Yves Latreille, will hold a dry-land session on January 15, followed by three snow sessions. The school has graduated over 1,000 students. . . . In the San Francisco Bay area, Dodge Ridge Ski School director Eric Johnson will again conduct a series of dry-land classes during November and December. . . . The 1955 National Winter Sport Show (not to be confused with the International Winter Sports Show) will be held at the Hotel New Yorker, May 22-25. . . . A reunion dance for New York skiers will be held Friday, December 3 at the Hotel McAlpin. The affair is sponsored by the Scandinavian Ski Shop.

DAVE AND ANDY MEAD LAWRENCE may enter competition this season, provided they can take time off from operating their newly acquired 2,000-acre ranch near Parshall, Colo. . . . Noel and Gladys Gardner have been chosen as husband-and-wife instructor team for the new development on Whistler's Mountain, Jasper Park, in the Canadian Northwest. . . . Frank Elkins, former New York Times ski editor, now holds the same position with the Long Island Press. . . . A new map of Laurentian ski areas is available free from the Provincial Transport Co., 1188 Dorchester St., W., Montreal, Canada.

EUROPEAN TEAMS ARE TRAINING HARD. The Austrians began slalom training in early October at high altitude near Kitzbuehel and will move to Cervinia, Italy, for downhill practice sometime before Christmas. . . . On the Austrian squad is world downhill champion Christian Pravda, who will teach at Sun Valley this season. Austrian Olympic team members will be selected on the basis of performance early in the season, when snow conditions approximate those expected at the 1956 games. . . . First of the big European competitions this season will be the Lauberhorn race at Wengen, Switzerland, for men and the Grindelwald races for women on January 8-9. The annual Hahnenkamm races in Kitzbuehel, Austria, are set for January 15-16.



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of imported sweaters and cardigans . .  
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DEALERS WINTER SPORTS CATALOG NOW AVAILABLE

STEIN ERIKSEN AND KASTLE SKIS . . . RAICHLE SKI BOOTS . . . TYROLIA BINDINGS, ETC.  
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# SKI NEW YORK STATE

## FREE SKI GUIDE

1953 EDITION JUST OUT

Data on

50 New York State Ski Centers

New edition of "Ski New York" supplies all information for your ski week ends and holidays... Gives shortest routes to ski areas... Complete data on accommodations (with phone numbers for snow conditions)... Lists trails and slopes... Gives full details on chair lifts, tows... Tells what ski centers offer be-

ginners' instruction, how to read snow reports... Guidebook includes map of New York State showing location of all ski centers.

**GET YOUR FREE COPY TODAY.** Send post card to N.Y. State Dep't of Commerce, Room 750, 112 State Street, Albany 7, New York.

## Lake Placid

Our facilities for all sports make Lake Placid the envy of the sporting world.

For information write:

**CHAMBER OF COMMERCE**  
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Learn to ski in fabulous Lake Placid. Best beginners' facilities in America, indoor outdoor skating, bobsledding, dogsledding. Free ski instruction, free ski tow. Fireplaces, private cottages. Mail ad for free color booklets.

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The East's Heaviest Snowfalls

Use the N. Y. Thruway — 4 lane highway to within 18 miles of Snow Ridge.

Poma Lift — Seven tows — Ski school hotels — Inns — Bars — All facilities

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### FOR SALE....

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Belleayre mid-week skiing is particularly heavenly: Trails with untouched powder—Little or no lift waiting—Ski school classes that effortlessly get you places—Equipment sold and rented without confusion—Luncheon dishes prepared for your special pleasure.

With its brand new Lodge and oodles of nearby accommodations, Belleayre is now among Eastern tops. Only 135 miles from New York, you'll find it well maintained friendly and lots of fun. So why wait? For snow reports call Pine Hill 2501 or New York City Murray Hill 7-6850. For trail map write Superintendent, Belleayre Mt. Ski Center, Pine Hill, New York.

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A home touch to our service  
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Alpine setting • Accommodates 30  
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... for **EVERY** skier

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MT. MARCY, 5,344 feet elevation



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- 2 Cable Lifts
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Single with bath—\$5.00, Twins with bath—\$8.00

Group rates on request

Cocktail lounge and dinner

**Saratoga Springs, New York**  
Phone 1600

## R. P. van Dam Hotel

SARATOGA SPRINGS, NEW YORK

\$6.50 . . . Dinner, Breakfast, Lodging

Group Rates

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## Community Court

Stay overnight at this deluxe 50 unit motel in the heart of Saratoga and the gateway to the Adirondacks and Canada; be on the ski slopes the next morning. Open all year. Deluxe studio suites. Private tiled baths, kitchenettes. Special ski room. Approved by Quality Courts United and AAA. Phone 1884.

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GORE MT.  
SKI TRAILS

For further information  
and latest ski reports,  
write or telephone

**CHAMBER OF COMMERCE**

NORTH CREEK, N. Y., TEL. 2422

## Ski Letters

(Continued from page 5)

come by and certainly not always available. . . .

Now the use of a small, portable Geiger-counter should be much preferred to the unsatisfactory searching and snow-sounding with means of avalanche rods. As I do as yet not know of such practice, the writer thinks it worth considering; something *ought* to be done in this line! Isotope "packed" skis might in time become the alpine skier's 'Prusik sling' and the practice of carrying a small vial—if feasible—ought not be looked upon with disdain. That is, if it works?

For eventual army use, a combination instrument that is a light Geiger-counter and mine-detector apparatus might prove a real boon to the winter mountaineer and could have its advantages over the outdated Oertel *Lawin-enschnur* (no body ever is found with! for they all scoff the avalanche line's efficacy, wherein they're wrong).

As what I've in mind would weigh but a fraction of an ounce, it shouldn't become a burden to the user—and so a certain orthodox mountaineering member could not object to my cluttering up the alpine skier's paraphernalia. Had I taken *his* advice (prior to W. W. II) I'd not be alive today. Stubborn as was my resolve, I with pointed determination carried a couple of Prusik slings plus a spare carabiner in my roomy hip pockets. That only one time in my life when I had broken through a snow bridge and crashed eighty-six feet vertically down into a glacial crevasse, unroped (as I *had* to be owing to some very peculiar circumstances, and *against* my better mountaineering judgment, of which incident I shall report upon some time) I found myself absolutely unhurt, skis undamaged!

I believe in Divine Providence—hence the ever-ready slings in my pockets (when I needed them!).

When help came, their rope was barely long enough to reach me down there in single line! Embarrassing? Not at all. By means of the snap-carabiner in combination with my breast-loop, plus the two *Steigbuegel* slings. I walked up that thin Jacob's ladder in a matter of minutes, said "Thank you, boys!" and skied happily down the rest of the steep Athabaska Glacier in the Columbia Icefields area, northwest of Banff in the Canadian Rockies.

Thus I experienced, first hand, that

(Continued on page 13)

# NINE NEW ALL-EXPENSE SAS EUROPEAN SKI TRIPS



as low as **\$625.00**

Fly overnight from New York on an S-A-S DC-6B to the deep powder snows of Europe's top ski centers. Your choice of seven tours conducted by famous ski experts, plus two independent tours.

Trips range from 16 to 25 days, resorts from Scandinavia through the Alps and Tyrol.

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# Buy the fireside beer of the Skiing Fraternity

## Outstanding SKI CLUB TROPHY



This beautiful, silver, travelling trophy will be awarded each year to the Outstanding Ski Club in the United States. Watch this publication for details of the contest.

## "WINTERSKOL"

### FREE Ski Film of Aspen

A Comedy Starring  
the "Ski Thief"  
Fred Iselin

Filmed in glorious color, in the wonderland of Aspen... the new Miller High Life 16 mm. ski comedy, "Winterskol" stars Fred Iselin as an elusive "Ski Thief". This 20 minute sound Film is available for ski club booking through the Miller Brewing Company, Milwaukee, Wisconsin.

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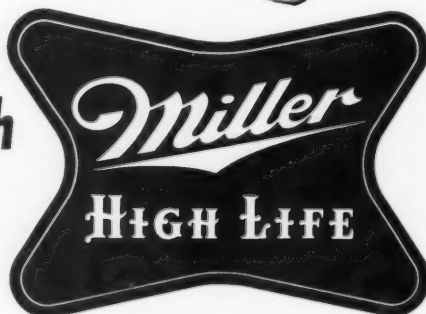
SKI THIEF



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**1. ABSOLUTE CONTROL.** Whether skiing on powder snow or ice, you no longer need ride the slopes partially out of control. Holley Skis with their moulded and "locked-in" Rockwell spring steel edges assure you of the greatest possible bite regardless of snow conditions. You'll find the slightly concave sole of Holley Skis, accentuated by the angled spring steel edges, track and hold on any slope.

**2. EASY TO TURN.** Whether a seasoned skier or beginner, you'll find that Holley Skis have been designed to turn easily and cleanly. And you'll see why at a glance when you look at the side camber. Here are skis with wide tips, narrower steps, and broad tails—skis cut to maneuver at your slightest wish. You'll note, too, the shallow groove running from tip to tail and the resistance to torsional twist in Holley plasti-glass Skis. These designed characteristics of Holley Skis mean turn control for you in all snow conditions.

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## International Winter Sports Show Held At Madison Square Garden

As this issue of SKI goes on the press, New York City is about to enjoy its first full-fledged winter sports show since prewar days—complete with gala ice revues, skiing exhibitions and winter sports queen. The International Winter Sports Show will be held at Madison Square Garden as soon as the horses are evacuated, November 20 through 28.

Big names at the show will be world champion Stein Eriksen, who will give lectures and exhibitions, Hannes Schneider, Fritz Loosli, skating stars Dick Button and Evelyn Chandler, and many others. The various ski techniques will be expertly demonstrated on artificial snow.

Exhibitors will include manufacturers of winter sports equipment, fashion designers, airlines and ski resorts of Europe as well as the United States and Canada. Displays include ski movies, and ten thousand dollars' worth of door prizes will be awarded. For the kiddies, there is an authentic replica of Santa's workshop at the North Pole.

Officially sponsored by the New York City Department of Commerce and Public Events, the show is expected to draw a quarter of a million paid admissions. Part of the proceeds will go to the Damon Runyon Fund.

### Ski Letters

(Continued from page 9)

the proverbial ounce of prevention will come in handy when in dire need. There could be no uglier place to be in, than *under* the snow, helpless, perhaps hurt or unable to call for aid. But for the isotope! So why not investigate my suggestion? The idea *might* have its merits.

Viggo Victor Kutschera  
Glacial-Alpine Skimountaineering  
Guide & Instructor

Banff, Canada

*Trouble is, with these nuclear she-nanigans continually going on to windward, it won't be long before all our snow is radioactive too.*

# CALLING ALL SKIERS!

— A Pre-Season Thrill —

## INTERNATIONAL WINTER SPORTS SHOW

### NOV. 20-28

•

## Madison Square Garden

New York City

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- Sparkling Ice Shows!
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**STEIN ERIKSEN**  
World and Olympic  
Ski Champion



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- PINKHAM NOTCH



Edi Moll  
Hannes Schneider Ski School  
Peter Besh Photo

from tyro hills to Tuckerman's



Children's Ski School



Tuckerman Ravine  
from rope tow to T-bar



Intervale Area



Black Mountain  
from chair lift to the Skimobile



Thorn Mountain



Cranmore Mountain

IN THE **EASTERN SLOPE** REGION OF NEW HAMPSHIRE



# SKI MAGAZINE

Published at Hanover, New Hampshire Volume 19, No. 2

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## COVER PHOTO

This Ektachrome of Pierre Chauvin on Mont Tremblant was taken by Jan Brunner, staff photographer of the Mont Tremblant Lodge. She used a  $2\frac{3}{4}$  x  $3\frac{1}{4}$  Speed Graphic with f 4.5 lens and shot the picture at f 8 and 100th of a second, without filter or artificial light.

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3. That the known bondholder, mortgagees and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: None. (signed) W. T. Eldred Sworn to and subscribed before me this 30th day of September, 1954. Laura Evans  
My commission expires July 15, 1959.

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of New Hampshire

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For details see the Where-To-Stay  
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**SKI**

DECEMBER 1 . . . 1954





one pair of skis

train all-out

no technique

out of control

self-reliance

go like hell

# THE MAKING OF A CHAMPION

A SKI editor interviews Stein Eriksen, who is generally considered to be the finest alpine racer in the world today. This spring at Are, Sweden, Eriksen crowned his long and tempestuous racing career by winning the FIS slalom, giant slalom and alpine combined championships of the world. Now, on the occasion of his retirement from international competition, Stein offers advice and encouragement to aspiring American racers

**E**DITOR. *Stein, we might as well begin with the sixty-four dollar question. What makes a champion? How do you go about winning three gold medals in the FIS?*

STEIN. (Opens his palms helplessly, claps them back on to his knee and stares smilingly at them with his blue eyes) I thought a great deal on that subject this summer, and I made some notes, but . . .

*I know it's a big question, but having heard you speak about it before, I also know you have the answers, if anybody does.*

I am willing to make a try at it, but you must understand that I speak from my own experience.

*That's plenty good enough for me.*

Where shall I start?

*With you . . . at the beginning. You were born—*

In Oslo, in 1928.

*And you've skied all your life . . .*

Yes, since early childhood. That's only natural. Everybody skis in Norway. It's our way of life—outside of education and work, naturally, or the sport would become a duty like taxes or military service, and that is not the

proper idea. But that is important—starting young. There is not a top racer in the world today who has not skied all his life, or nearly so. That is one reason why some countries can be counted on to produce good skiers consistently, and others not.

*There must have been some other factors in your case, Stein. You came from a skiing family. Your father was the famous ski manufacturer, Marius Eriksen.*

Yes, without his help and encouragement I could never have reached the top. That is another important factor. To become a champion, somebody—your family in most cases—must stand behind you. Somebody must make it possible for you to put all your time and effort into training. My father did that. He shared my ambition, and I am only sorry he did not live to see it realized. He was still alive at the time of the '50 FIS in Aspen, and when a friend telephoned him the results of the first slalom run, he was overjoyed.

*You had the best time, as I recall.*

He never held me back. He always said, "Stein, go like hell!"

*(Continued on page 46)*



Here's the cheapest way to go skiing—if you're young (or young at heart), like to help with the chores and can do without drinking, smoking and honeymooning

by JAN BRUNVAND

**S**KI hostellers—skiing members of American Youth Hostels Inc. and part of a worldwide fraternity of foot-cycle and ski travelers—believe in a maximum of inexpensive skiing and simple living with friendly cooperation in both. And they're gaining more converts every season.

Basically hostingel means travel "under your own steam," originally by bicycle or on foot. Hostels are simple, clean and comfortable overnight accommodations at scenic and historic spots. They are available at nominal rates to A.Y.H. passholders, or to hostellers from twenty-seven member nations of the International Youth Hostels Federation, for stops up to three nights (longer by permission of houseparents).

Hostel users are expected to pitch in on cooking, cleaning and other chores to help maintain the hostels they use. Volunteer houseparents, or "wardens" as they are often called in Europe, may retain passes until the hostel is cleaned. A.Y.H. membership is open to any person regardless of age, race or religion. Traveling alone or with a group, a passholder needs only his own eating utensils, sheet or sleeping bag (blankets

*(Continued on page 28)*

# Try Ski Hosteling



# SHORT SKIS FOR YOU?

Ten-foot skis were all the rage at Kitzbuehel in the nineties . . . now it's five-footers! A SKI correspondent investigates the short ski craze and discovers the answer to a beginner's prayer

**W**INTER sports in Kitzbuehel, Austria, got their start in 1895 when Franz Reisch ordered a pair of ten-foot skis from Norway and steered himself down the Kitzbueheler Horn with one enormous ski pole. The assembled crowd was amazed and delighted enough to start a sporting club, and from that time forward winter activity in this small Tyrolean town increased by leaps and bounds.

In 1935 a visit from the Prince of Wales made the place a desirable holiday ground for the international set, and the boom was on. Since the international set is more reputed for its delicacy in quaffing martinis than for its grace on the slopes, Kitzbuehel has become almost more famous for its night life than for its skiing. The truth of the matter is that Kitzbuehel has turned out to be a very delightful "winter resort" as opposed to merely a "ski center." It is a place for the whole family, and those who are not crazy enough to ski can have a delightful time imbibing the local atmosphere and participating in a wealth of non-skiing entertainments.

The skiing itself has been affected by the holiday-making mood of the town. Although Kitzbuehel is still contributing its share of champions to the skiing world, most of the vacationers have abandoned the attitude of "the tougher it is, the better I like it." They are there to breathe the mountain air, to enjoy the lovely scenery, to be convivial, and to leave without a broken neck.

The skiing is set up along these lines. Scattered along most of the trails are little mountain chalets where you can get warm, refresh yourself with the local *Gluehwein* and perhaps sit in the sun to watch the other skiers go by.

One meets all ages, from six to sixty, on the slopes. I got into conversation with a rather stout sexagenarian who had to watch his *Gluehwein* because of diabetes. I was amazed to discover he had taken up the sport only two years

by PETER SCULLY

ago and at that moment was about to pilot himself down the Streif, considered to be the most sporting trail in the area.

My wonder increased as he pulled a pair of child-size skis out of a snow bank where they had been sticking up and with a grunt and a groan strapped himself on to them. There he went, all 200 pounds of him on skis barely five and a half feet long, taking the steep descent slowly but surely, doing a nice series of tight turns all the way until he was out of sight. That was my introduction to the short ski.

I was very impressed and decided to find out more about this ski which seemed to be unique in Kitzbuehel. I went to Michael Ober, owner and operator of a small but high quality ski factory in the town, for he was said to have pioneered the short ski. He was just as convivial as all Kitzbuehellers are supposed to be and sat me down to hear the whole story.

He told me the short ski was not a new idea at all. It first appeared in Kitzbuehel between 1930 and 1935 and was used for summer glacier skiing. These skis were made shorter and broader than ordinary skis so they might be packed on one's back for the long snowless hike up to the glaciers. Later the German army experimented with short skis, trying to find a length which the average soldier could easily learn to handle. World War II ended just as they had determined the most useful length, and nothing became of that project.

In 1947 Walter Flaig, journalist for the mountaineering magazine, *Berge und Heimat*, asked Ober to make several pairs of short skis for friends who wanted to try some glacier skiing. Ober complied and made a few extra pairs, one of which was bought by Hans

Karl Koller demonstrates short skis to initiate at Kitzbuehel, Austria ▶

Neper, a local independent ski instructor of some reputation. Neper used them in the summer and continued to use them throughout the winter, causing almost as much of a sensation as Franz Reisch did with his ten-footers in 1895.

In 1948 Ober turned a deaf ear to the scoffing and joking which surrounded the short ski and manufactured fifty pairs—all of which he sold before the season was two-thirds over. Older people who had not skied for many years during the war, and

(Continued from page 61)



# Lift Building Boom

1954 is a big year for expansion and improvements at your favorite ski areas . . . here's the latest news



Lift towers march up the new Spruce Peak ski area at Stowe, Vt. early this summer

**A** TOTAL of eleven chair lifts and eighteen T-bars and Pomalifts are going up on the North American continent this year, according to information presently available to SKI editors. These new lifts alone represent a capital investment of over \$2,000,000.

Attendant improvements—clearing, grading, roadbuilding, etc.—would bring the total to over twice that amount. The cost of enlarging hotel facilities would add a sizeable chunk, and the investment in myriad small ski areas throughout the country would raise the total to astronomical proportions.

Clearly, skiing is becoming big business, in the aggregate at least. This year's construction record is unmistakable evidence that banks, communities, private investors, state governments and plain ordinary skiers are discovering that a good ski area will pay handsome dividends, amortize its debt in ten years or less and fetch a respectable capital gains profit upon its sale.

For us average skiers, this adds up to more and better skiing at a larger choice of areas. We can wish only that there were a corresponding annual increase in snowfall. Let's survey the country from West to East, and take the measurements of new lifts in each region.

## PACIFIC NORTHWEST

For years ski enthusiasts in the Northwest have been waiting for some major improvements to come their way. Although National Park officials at Mt. Rainier again turned down pleas for chair lifts on the best ski mountain in the U. S., developments in other areas permit Washington and Oregon skiers to hang up their climbing skis for good.

At lovely Snoqualmie Pass, Wash. Webb Moffett has installed a \$100,000 Heron double chair lift that will carry 600 skiers per hour far above Beaver Lake to the start of magnificent downhill runs. The lift is 3,350 feet long, with a vertical rise of 750 feet. This is the newest big development in the state, and it is located only about forty miles east of Seattle.

The big new Riblet double chair lift at Mt. Baker was not completed till late this spring, and few skiers have had opportunity to try out the runs it services in the Austin Pass area. The upper two-thirds of the lift-line are extremely steep; the base station is next to a paved highway. The lift was built to operate with snow depths up to forty feet in places. It is 3,550 feet long and handles 800 passengers per hour.

These facilities, together with the mile-long Riblet chair lift at Stevens Pass, should delight Washingtonians.

Portland skiers Russ McJury, Shep Wilson and Bill Rosenfeld, who purchased the Mt. Hood Ski Bowl development early this year, have extended the existing Riblet chair lift with a brand new one. The result: a mile-long ride with a vertical rise of 1,300 feet. The new lift alone is 1,833 feet long, with a capacity of 750 per hour, and services steeper runs than the old lift. This, together with the Riblet lift at Timberline Lodge, should keep Oregonians happy.

In the Canadian Northwest, a 2,000-foot Pomalift has been installed on Whistler's Mountain, Jasper Park. A T-bar begun at Grouse Mountain remains as problematical as the issuance of a liquor license there.

## CALIFORNIA

At Donner Pass, Sugar Bowl's Magic Carpet (from highway to lodge) has been stepped up in capacity and will operate this season on a twenty-four-hour basis. Much cutting has been done on Mt. Disney.

Squaw Valley's new Pomalift, nicknamed the "Flying Saucer," is perhaps the country's only lift with a dogleg: it makes a sixteen-degree right turn three-quarters of its way up a peak called KT-22. Its line speed is an amazing 925 feet per minute, twice that of most chair lifts. The 2,800-foot ride up a



steep 900-foot vertical rise takes only about three minutes.

Ken and Bunny Cotton, owners of Edelweiss Lodge, are completing a \$115,000 Heron chair lift—the first on Highway 50. Seventy-eight double chairs will run three-quarters of a mile up Lovers' Leap Ridge to an altitude of 7,250 feet—750 feet above the lodge. Capacity will be about 600 per hour.

Yosemite is putting \$80,000 into expansion of the Badger Pass Ski House and has completed considerable landscaping on both novice and expert slopes. Dodge Ridge will try to beat its attendance record of 100,000 skiers last season.

Farther south in the Sierra Nevada we come to **Mammoth Mountain** where operator Dave McCoy has been pouring foundations for a United Tramway chair lift to be completed next summer. He has also done considerable work on the slopes, including the construction of horrendous bumps on which to train the fine junior racers he is fostering.

Snow Summit is installing a new United Tramway double chair lift with an ultimate capacity of 750 per hour. Contractor Jim "Ski-Par-El" Denham is adding finishing touches to the Skihaus there. At Big Pines, Frank Springer is completing the double chair lift he designed for the Blue Ridge Ski Area. It connects the road with the existing chair lift and adds some good ski territory. Nearby Holiday Hill is reportedly adding a light-capacity single chair lift of local design.

Snow Valley, most popular Southern California ski area, is adding a Pomalift to the total of 150 or so scattered around the world. Parking space for

another 600 cars should also help handle the crowds that congregate there. Just a few miles away, the Green Valley Lake Ski Area is likewise scheduled for a Pomalift. This improvement plus the clearing of additional runs should attract many more skiers to the inviting playground.

Mt. Baldy, having built three big double chair lifts in two years, is consolidating its gains. New cleared areas will include south exposures for good skiing on cold or icy days. Finally, there is the cooperative effort of a group of ski enthusiasts at Kratka Ridge: a newly completed single chair lift.

#### ROCKY MOUNTAINS

This regional designation will take in a lot of territory. Let's begin with Idaho, where Sun Valley has cut a wide new run (as yet unnamed) to bypass the Narrows on Baldy Mountain. The run drops 300 feet and is 300 feet wide in places.

Big news in Utah is the new Heron double chair lift at Alta. The new lift will run from the top of the present Collins lift to Germania pass. It will service Rustler, Upper Collins Basin and the whole "backside" including Greeley Mountain and Greeley Bowl. The Germania lift is 4,000 feet long with a vertical rise of 1,025 feet to an altitude of 10,375 feet at the pass; it can handle 600 skiers per hour. In anticipation of increased business, the Peruvian Lodge has doubled its capacity and improved its facilities.

The Heron double chair lift at Aspen, Colorado, is the largest new one in the West. It is 4,800 feet long with a vertical rise of 1,140 feet and carries

530 passengers per hour on the ten-minute trip. It runs from Spar Gulch up to the Sundeck, opening up a great variety of runs and providing better access to the upper Bell Mountain slopes. A large part of the \$100,000 cost was invested in small amounts by the people of Aspen, who were moved to action by an expensive breakdown of the existing chair lift last season (SKI, November, 1954).

Winter Park, Colo., is rebuilding its practice-slope T-bar to handle over 300 skiers per hour. One-third of a road leading to the summit has been completed, and \$10,000 has been invested in slope-clearing work. A group of tree surgeons was brought in from Denver to work like beavers on the slopes, clearing them of any projection higher than four inches. It is reliably reported that Steve Bradley (see page 24) is now planning to educate a group of beavers to work like tree surgeons.

To backstop these improvements, Sportsland Ski Chalet has poured \$50,000 into remodeling and expansion, can now offer up to eighty guests a wide range of accommodations. Berthoud Pass has bolstered its chair lift with three new towers. A new type of platter-pull is going up at Grant, Colo.

Arapahoe Basin has consolidated its gains by improving its lifts, trails and other facilities, and by building new rest rooms and rental and ski shops. A Constam-designed Heron T-bar is going up at Leadville, Colo., and a new Pomalift on the Grand Mesa near Grand Junction. There is talk of a new lift at Pike's Peak, and the Department of the Interior has given the green light to ski development in the Hidden Valley area of Estes Park.

(Continued on page 32)

Eight Pomalifts, like this one at Arapahoe Basin, Colo. are going up in North America



SKI, DECEMBER 1, 1954

New chair lifts at Mt. Snow, Vt. are built by Link Belt Co. to developer Walt Schoenkecht's own radical design, have 1,180-per-hour capacity



# Confessions of an Area Operator

A self-styled 'ham actor, dubious motion picture magnate and artist of no renown' winds up managing a ski area—and proves in the process that any well-rounded genius can cope with the occupational hazards

**M**ANAGE a ski area? Not me. Mine was to be the quiet life, on a university campus, dedicated to the development of significant attitudes among our young men and women, if only that they should learn to slumber quietly in classrooms. To this end, in June of 1950, I clutched the sacred parchment, a graduate degree in art.

Four months later I found myself in a charming mountain valley. To the east rose the massive heights of the Great Divide; to the west, the sheltered slopes of Winter Park's mountain; and all around the multiple sounds of a ski area in motion. I had forsaken the cloistered halls for a seat on a powder keg, midst sputtering fuses.

by STEVE BRADLEY

And the quiet life? Traded for the roar of engines, the incessant clanking of T-bars, and the gravel-throated background noise of an ancient public address system, endeavoring to extract music from a library of stale pancakes. Why?

It was an accident of timing. Winter Park, owned by Denver, was undergoing a momentous change. A group of civic-spirited, ski-minded citizens, convinced of the area's great potential, but disturbed by its obvious decline, persuaded Denver's new mayor to place its future in the custody of a non-profit corporation, whose directors would serve without pay for the long-range

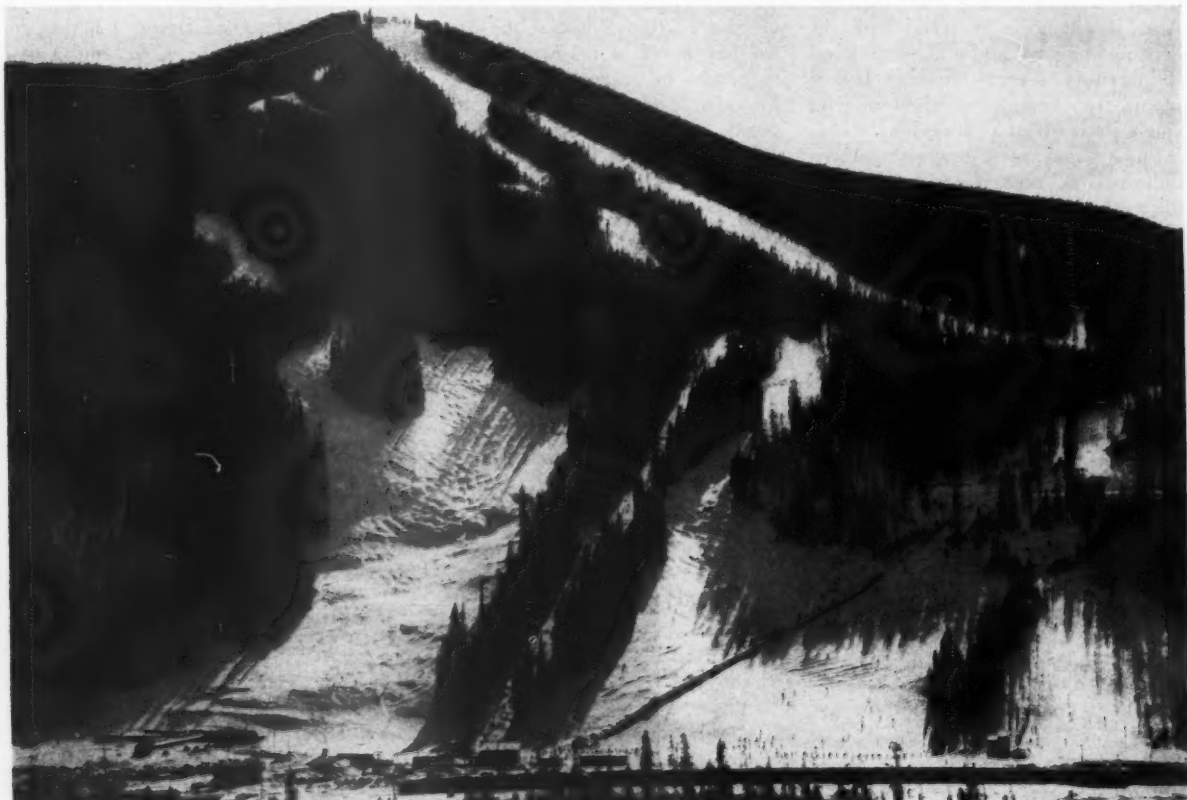
good of the area. At a time when government has shown a marked enthusiasm for getting into more and more activities it was a refreshing attitude which said, in effect: "Here, gentlemen, you take over! You can run this show better than we."

Thus was born the Winter Park Recreational Association. It was a challenge that could not be ignored.

Substantially we knew what we were inheriting. Everything about Winter Park, its heterogenous collection of ski tows, its scattered inventory of miscellaneous rusting parts and its odd cluster of weary "temporary" buildings, contributed to an atmosphere of

(Continued on page 58)

Bradley's baby is Winter Park, Colo., near Denver. No wonder he enjoys his work!





In the shadow of death  
Bob Engelen discovered  
a new way of life—  
and courage to help others  
overcome their handicap

# Amputee Ski School

**B**OB Engelen, founder of the American Amputee Ski School, had more guts than any man I ever knew.

Engelen, a captain in the regular Army, lost his left leg during the fighting in Korea. While riding in his jeep, he was hit in the leg by an anti-tank shell and captured. In spite of his wound he managed to escape about twelve hours later in his own jeep and return to his own lines. Amputation of the leg, however, could not be prevented.

After convalescence, Engelen was transferred to Germany and there, in the Garmisch-Partenkirchen region, he saw his first amputee skiing. Although he had never skied before, he was so impressed with the beauty and perfection of the sport that he decided to attempt it himself. He got the right equipment, including a pair of crutch skis, and with the help of a qualified amputee instructor, began to ski.

He skied for two days—two days that were one of the great emotional experiences of his life.

Then, a few days later, he underwent an operation on his right leg for a recurrent malignant melanoma—in lay-

by **WOLFGANG LERT**  
man's language, a cancer. While recovering from this operation, his mind constantly dwelt upon those two wonderful days of skiing. He read up on all phases of skiing and inquired into its possibilities as an aid to other rehabilitation programs.

At first he found an unenthusiastic reception to the idea but eventually Lt. Col. Ernst Dehne, Chief of Orthopedic Surgery at the Ninety-seventh General Hospital in Munich, agreed that as a rehabilitation and therapeutic aid skiing would be of unlimited value. Bob began to think of starting an amputee ski school in the United States.

The more he thought about it, the stronger his convictions became. He knew that just two days of skiing had given him a new, healthy outlook on life. Therefore he resumed skiing as soon as he was able to walk again, and in a short period he was quite proficient. He thereupon requested retirement from the Army and returned to the United States with the sole purpose

of starting a ski school for amputees.

Although European ski schools for amputees had operated successfully for a decade, Engelen's ideas met with scepticism and disparagement in this country. Medical men, in many cases ignorant of skiing, uttered serious doubts. Nor were leading ski areas

(Continued on page 31)

Engelen instructs a one-legged pupil  
at Snow Summit, Calif. ski school ▶



# WHEN I GROW UP

## I want to be a Ski Patrolman

At five and one-half years, Bruce Lindner is well on the way toward achieving his life ambition. Son of the Vermont State conservation foreman at Mt. Mansfield, Bruce was tutored by members of the area's crack ski patrol



'Accident on the Tyro? Roger!'

Bruce snaps on his skis



and rushes to the scene . . .







... splints a broken ankle



and takes down the injured . . .

... lifts the victim gently into an ambulance



and away they go!



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**Try Ski Hosting**

(Continued from page 20)

are provided) and willingness to follow the customs.

Hostel customs require that you make and keep reservations, don't smoke or drink in the hostel, pay the fee on arrival and do your share of the work. The "under your own steam" travel requirement limits hostel use to hikers and cyclists during the summer. Motor travel is allowed for transport to a starting point and during skiing season.

A.Y.H. dates back to the early 1900's and Herr Richard Herrmann, a German schoolteacher who encouraged setting up a chain of inexpensive accommodations for hiking and bicycling youth. His idea spread as travelers from other countries used the "hostels" as they came to be called. In 1932 representatives of twenty nations met in Amsterdam to form I.Y.H. and agree on common customs. A.Y.H. joined two years later and built a hostel in Northfield, Mass. now in its twentieth year of service.

Today there are nearly 3,000 hostels in twenty-seven countries. American hostellers have covered more than 29,000,000 miles and registered more than 900,000 overnight stops.

American Youth Hostel activities center around twenty-five councils and district committees scattered through the East and Midwest. There are 113 hostels or supplementary hostel accommodations now in twenty-two states manned largely by volunteer citizens. The system is financed entirely by sale of passes, overnight fees and donated funds.

Scandinavian hostellers, long-time fans of ski touring, started winter hostel trips. Today skiing has come of age in the United States and has become a major activity of A.Y.H.

Most ski hostellers still prefer touring. Cross-country skiing best fits the spirit of hosting and helps keep legs in shape for summer biking and hiking. But since many hostels open for winter use are in the heart of good eastern and midwestern ski country, plenty of variety in ski terrain plus ski tows are available.

A.Y.H. promotes skiing through lecturers, films and trips to ski areas. Beginners are aided through ski schools and guided outings. Big-city councils have boosted ski-hosteling popularity by sponsoring economy bus trips. Where hostels are not available, the

A.Y.H. council arranges low-cost overnight housing.

Detroit's council, one of the most active, runs an annual ski school plus bus trips to northern Michigan every skiable weekend and packs hostellers off on winter vacations to Aspen and the Laurentians. Last year in Detroit ski school attracted nearly 4000 and weekend trips filled two Boyne Mountain hostels regularly. This season five instruction sessions and more trips are planned.

The Metropolitan New York council schedules A.Y.H. ski trips to most of the eastern ski areas and publishes "A Guide for the Ski-Hosteler." There are councils in cities of fifteen other states, and many sponsor trips, programs and instruction during the winter. More information on addresses or activities of particular councils is available from the *A.Y.H. Handbook and Hostellers' Manual*, sent to all passholders, or through A.Y.H. National Headquarters, American Youth Hostels Inc., 6 East 39th Street, New York 16, N.Y.

For snowbunnies, hosting is a good way to enjoy the high spots of skiing with fewer of the downfalls. Every A.Y.H. trip is led by an experienced hosteler who is an accomplished skier. Experts and bunnies are usually freely intermixed in the parties as well.

Lone wolf hostellers know that an A.Y.H. pass means a warm welcome and bunk in all the hostels of the world. National A.Y.H. headquarters sell handbooks of other I.Y.H. nations plus an international handbook and will assist in trip planning. Tips on foreign hosting are given in the *A.Y.H. Handbook* too.

Though hostels range from old castles to barns, schools or homes, they all have resident houseparents, separate men's and women's sleeping and washing rooms, a common room for recreation and cooking facilities. Some luxury hostels even feature hot showers and served meals.

Costs in hosting are moderate—in fact downright low. Rates in the United States are fifty cents for youth, seventy-five for adults per night. A quarter is added to cover heating in the winter. In foreign countries, costs generally are lower in American currency. A one-year hostel pass, with the *A.Y.H. Handbook* available from national headquarters or any A.Y.H. council costs as follows: youth pass (under 18), two dollars; senior youth (18 to 21), three dollars; adult (21 and up), four dollars; family pass, six dollars.

Hostel ski tours cost from ten dollars

and up for a weekend, depending on distance and tow fees. Local councils may also sponsor European trips costing around \$600 for a plane ride plus two to four weeks in Switzerland and Austria.

For skiers wishing to hostel independently in Europe, there are hostels in Norway, Sweden, Germany, Austria, Italy and Switzerland. Swiss hostels have the only age limit in world hosting—twenty-five years or under. From personal experience I can recommend two hostels in Norway, one at Lillehammer, the other at Mjolfjell, as tops in friendliness and comfort. The rate in Norway is two kroner, about twenty-eight cents a night!

Following are brief descriptions of the sixteen youth hostels in eight states that are open for skiing at nearby areas. Further detailed information on these hostels is found in the *A.Y.H. Handbook and Manual* sent with each hostel pass.

#### MASSACHUSETTS

Northfield (Richard Schirrmann International Y.H.): First hostel in the United States. Close to several ski areas including Pinetop, Vernon, Hogback and Brattleboro. Popular hostel for groups from New York City and for hostel conferences.

Lenox (Festival House Y.H.): For hostel groups with advance reservations. Popular with New York City skiers. Several ski areas nearby.

#### MICHIGAN

Boyne City (Boyne Valley Y.H.): Very popular hostel in constant use for skiing at Boyne Mountain throughout the season. Farm house in scenic valley close to skiing.

Walloon Lake (Hillcrest Farm Y.H.): Just north of Boyne Mountain. Popular with Detroit groups.

Cloverdale (Circle Pines Center Y.H.): Opportunities for cross-country. Many beginners' trails. Plans for a tow soon.

#### NEW HAMPSHIRE

East Andover (Highland Lake Y.H.): Small hostel close to good skiing. Near chair lift in Sunapee State Park.

(Continued on next page)



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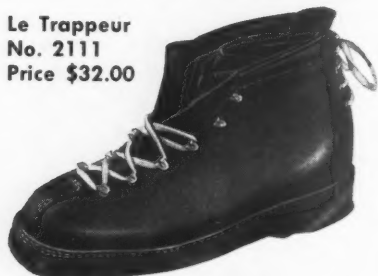
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## Try Ski Hosteling

(Continued from page 29)

Intervale (Crystal Hills Y.H.): Located in the middle of Eastern skiing country. North Conway close by. Meals served in the winter.

Plymouth (Maple Shade Y.H.): Good skiing at Mt. Stinson, Woodstock and Cannon Mountain.

### NEW YORK

Cold Spring (Surprise Lake Camp): Supplemental accommodations for hostellers when skiing is good. Nearby towns at Mt. Beacon and Bear Mt. Park. Open for groups only.

Yorktown Heights (Yorktown Heights Y.H.): When skiing is good, open for groups using Katonah, Bear Mt. and Fahnestock State Park ski areas.

### PENNSYLVANIA

La Anna (La Anna Y.H.): Large, comfortable hostel in the Poconos. Skiing at Pocono Manor, Buck Hill Falls and Skytop. Popular with groups from Philadelphia and New York City.

### VERMONT

Ludlow (Pickabode Farm Y.H.): Skiing at the hostel and five large areas close by.

Putney (Putney School Y.H.): Large, well-equipped hostel with good skiing and tow close by. Used often by New York City and Boston groups.

Stowe (Russell's Lodge Y.H.): Hostel accommodations in one of the most famous ski areas of the East.

### WASHINGTON

Bellingham (Huckleberry Lane Y.H.): So far the only skiing hostel in the West. Supplemental accommodations when reserved in advance. Offers hostel space for late spring skiing on Mt. Baker.

### WISCONSIN

Kanasville (Lewislynn Y.H.): Pioneer ski hostel in Wisconsin. Trips from the Chicago council find good skiing nearby at Mt. Tom, Wilmot Hills, Holiday Hill and Eagle Heights.

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## Amputee Ski School

(Continued from page 25)

very helpful. Engelen's pleas for an opportunity to set up his school were met with polite but definite refusals.

Finally in the fall of 1952 his search led him to Southern California, where he met Tommi Tyndall, organizer of the new Snow Summit ski area at Big Bear Lake. Snow Summit took pride in making its facilities available to Bob Engelen and thus became the birthplace of the non-profit American Amputee Ski School.

Fortunately, Snow Summit was an ideal location. Its wide variety of slopes and trails ranged from the easy to the moderately difficult. Its prox-

"Every sport is difficult to execute in a perfect way, but relatively, I do not consider skiing a difficult sport."

—Otto Lang: *DOWNHILL SKIING*, p. 5.

imity to a major population center and to Veterans Administration installations encouraged enrollment. Today, Snow Summit remains the major center of American amputee skiing.

Bob worked with a vengeance, organizing his school, obtaining the necessary equipment, publicizing his endeavours and signing up his first students. There was good reason for hurry. Behind Bob's ready smile, behind the cheerfulness with which he encouraged his students, behind his bustling activity was hidden the constant awareness of the malignancy that might take his remaining leg and even his life—the sickness that endangered his life work.

When his winter's work was done, and when the American Amputee Ski School had become a reality, Bob Engelen returned to the hospital. Neither operations, nor drugs, nor the doctors' best efforts were able to save his life. But to his last day he kept working on plans for the future of the school he had founded.

He had done his work well. Although there had been so little time, one of his amputee students, Scobee Smith, had caught the spark. Smith continued the school during the past winter and even passed the certification examination of the Far West Ski Instructors' Association. Scobee Smith has thus become this country's first certified one-legged ski instructor, able and qualified to

carry on the work begun by Engelen.

The American Amputee Ski School has been assured its continuity. Scobee Smith will carry on as instructor till more amputees become qualified to help. The school has a home, for Snow Summit continues to grant amputees free use of its lifts and other facilities. The school has friends, such as the Far West Ski Association and the Los Angeles Athletic Club.

But the school still needs money—money to make the special equipment needed for amputee skiing, money to pay for transportation and lodging of amputee students, money to publicize the fact that skiing is feasible for disabled persons and that there is a school where they can learn, and money for the time when instructors can be sent to other parts of the country. To help raise these funds, the Bob Engelen Memorial Fund was established.

Amputee skiing is not a freakish achievement, a crazy method of showing off. Although an amputee has certain disadvantages in learning to ski, he also has certain advantages. With his crutch skis he has increased lateral stability; his one ski is easier to turn than two; he is safer because he cannot cross skis. As a result, amputees learn quickly and easily, and a good amputee skier can become as good as all but the most expert racing skiers. Double amputees using specially reinforced artificial legs and regular ski poles become amazingly proficient.

But more important than mere skiing ability is the spiritual lift afforded by skiing. This is a sport which, like no

"I repeat that one would never learn to ride a bicycle by riding a tricycle. The only way for the beginner to master the balancing of the bicycle is to start out on it from the beginning, and it is that way with skiing. In this analogy Parallel Skiing is the bicycle of the sport."

—Fritz Loosli: *PARALLEL SKIING*, p. 15.

other, can give the amputee an almost overpowering sense of achievement—can exhilaratingly free him from the dragging fetters of gravity. It can, as Bob Engelen himself said, provide a new, healthy, joyful outlook on life.

For those of us who have two legs to ski on, it is a privilege to help continue Bob Engelen's work by contributing to the Bob Engelen Memorial Fund, 414½ South Coronado Street, Los Angeles 57, California.

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**SPORT-OBERMEYER, importers ASPEN, COLO.**

## Lift Building Boom

(Continued from page 23)

### SOUTHWEST

Nevada's Reno Bowl, which in effect belongs to California skiers, has been busy providing ski runs for its two big lifts to service. Five big, smooth runs were bulldozed this summer.

In New Mexico, Santa Fe Ski Area's double chair lift has been electrified and provided with a new set of comfortable, wide chairs. A German Ski-Kuli lift is being installed on the upper slopes of Lake Peak, and an additional 2,300-foot T-bar is under consideration. Owner Joe T. Juhan, incidentally, is interested in building a chair lift near Cody, Wyo. He also owns the one at Glenwood Springs, Colo., to which manager Ernie Blake commutes in his Cessna 170. Other New Mexico news is that Cortez is installing a badly needed Constam T-bar.

### MIDWEST

Pomalifts are finding good acceptance in this area as welcome replacements for rope tows. Four went up this summer—at Sylvan Knob and Gaylord in Michigan, and at Sheltered Valley and Three Lakes in Wisconsin. A Constam T-bar was completed at Rib Mountain, Wis., last spring. Unreliable snow conditions are the only obstacle to the midwest ski boom.

### EAST

In Quebec, a new T-bar has been installed at the Chantecler, Ste. Adele-en-Haut, and another by Constam at Mont Gabriel. A Constam T-bar is also going up at North Hatley.

Throughout the area, new trails are being cut and existing runs carefully groomed, and it appears that Quebec will continue to merit its reputation as the mecca of intermediate skiers. At Mt. Kingston, Ste. Agathe, for example, the Pomalift now serves the new Alouette trail, wider than a football field and a mile long. At St. Jovite the lift has been lengthened and capacity increased.

In Vermont, two new and important developments are in full swing. The one on Spruce Peak at Stowe will greatly increase the capacity of the East's finest ski area. A new double chair lift will carry 800 skiers an hour to the top of new mile-long runs including novice and intermediate trails as well as the



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The ALM Co., Dept. B  
Box 6362, Cleveland 1, Ohio



View from new lift at Mt. Baker, Wash.

wide, steep pitches of the lift-line descent.

Total cost of the Spruce Peak development is said to be over half a million dollars, of which an estimated \$150,000 represents the price of the new lift. Over 100 men have worked furiously all summer, felling trees, bulldozing slopes and exploding thousands of dollars worth of dynamite in the stubborn rock.

In response, accommodations at ski lodges and hotels have increased 18.5 per cent over last year. New hostleries are The Foothills, Ski-Mor Lodge, Edson Hill Manor, Four Winds, The Loft, Timberholm (formerly the Cram Lodge). Parker and Dotty Perry's Green Mountain Inn has been largely remodeled, with addition of rooms and motel units. The Safe Anchorage Motel has doubled its capacity.

To the south, three miles outside of isolated West Dover, Walt Schoenknecht has launched into what promises to be a fabulous ski area. Within a few years, the enterprising young operator of the Mohawk Mountain, Conn. ski area plans to install no less than seven chair lifts at Mt. Snow.

One 2,000-foot double chair lift is already operating. A 3,700-footer will be ready for opening day, December 15. They will service five trails and two slopes.

The lifts are radical in design. Made by the Link Belt Co. to Schoenknecht's own specifications, they consist almost entirely of welded four-inch I-beams. The chairs glide up steel rails on double rollers, pulled by link belts, and are never more than eight feet from the ground. The lift now operating has, according to Schoenknecht, the astounding capacity of 1,180 riders an hour.

Also under construction at Mt. Snow is a large canteen at the foot of the lifts; one-third of this structure will be ready for use this season. Schoenknecht is counting on West Dover and nearby Bennington and Brattleboro to house the expected landslide of skiers.

(Continued on next page)

**pomalift**  
The Popular European Ski Lift

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more fun  
than ever**



Snow Ridge, Turin, N.Y.  
Photo by Fynmore

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It's easy, since you ride alone — no other skier to pull you off balance. Pomalifts are comfortable. Skiers ride on flexible rubber seats and take off smoothly from a standing start, riding perfectly relaxed without holding on. Almost as much fun going up as coming down. Pomalifts are safe, foolproof. The possibility of even a minor accident is nil. The flexible rubber seat cannot catch clothing.

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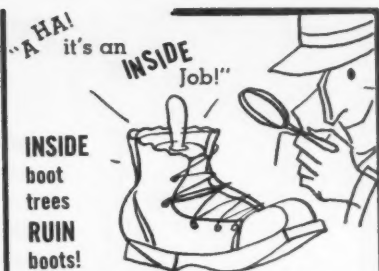


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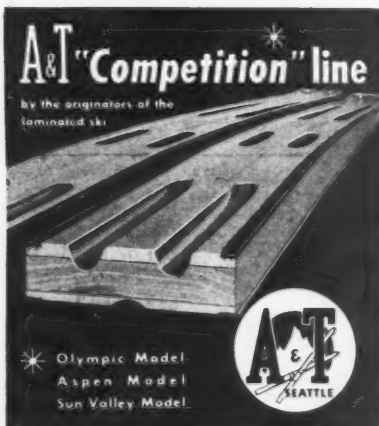
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## Lift Building Boom

(Continued from page 33)

Elsewhere in Vermont, Mad River Glen at Waitsfield has doubled the capacity of its chair lift. A new Pomalift has been erected at Middlebury's Snow Bowl. Karl Acker, new owner-manager of the Pico Peak ski area, is widening trails and smoothing slopes to make them skiable even during the traditional January thaw.

Bridgeton, Me., plans a new Constam chair lift for next year. New Hampshire has christened a Constam T-bar that will relieve congestion on the existing chair lift at Belknap Mt. Recreation Area. The new 2,300-foot lift, completed October 16, will carry 1,000 skiers an hour to the top of the new Red Hat Trail. Other Belknap slopes have been groomed to look more like a golf course than a ski area.

This brings the grand New Hampshire total to three chair lifts, eight T-bars, two J-bars and seventy rope tows. At Cannon Mountain and Sunapee State Park, considerable work has been done on trails and slopes serviced by T-bars installed last year.

In New York State, major effort has been devoted to consolidating and improving existing facilities. At Belleayre in the Catskills, both the chair lift and T-bar have been overhauled, and a handsome new lodge at the base of the chair lift will be open this winter.

### EUROPE

In Switzerland, the new aerial tramways at Davos and St. Moritz will be operating on opening day, December 15. The Davos tram, across the valley from the Parsenn, will be supplemented by a T-bar. The St. Moritz tram runs to the top of the Piz Nair and offers runs with a vertical drop up to 4,300 feet.

Gstaad in the Bernese Oberland is building a gondola lift—a cable airway with closed cabins holding four passengers—up to the Eggli, whose summit slopes will be serviced by two T-bars. Gstaad will then have a total of twelve lifts, more than any other ski area in the world.

Austrian facilities are expanding tremendously, with new lifts going up at St. Anton, Zuers, Seefeld, Badgastein, Obergurgl and Mayrhofen. New installations at St. Anton are a cable car from the Galzig to the Valluga, and a twin of the new chair lift at Stowe. Zuers-am-Arlberg's new lift will open the



Slopes cost more than lifts in the East

fabulous Madloch-Lech descent, hitherto accessible only by climbing.

Seefeld's new chair lift will service the Felder Joch, and Badgastein's the Junger Alm and gentle Stubnerkogel slopes. Obergurgl boasts Europe's highest chair lift, and Mayrhofen's new lift opens up the finest runs in the Ziller Valley. A heavy cable railway up the Kitzbuehlerhorn, with a capacity of 400 per hour, will open in the fall of 1955.

Germany is making a bid for winter business with two new additions to its lift facilities. The new chair lift at Immenstadt, servicing Mittag Mountain, is the largest in Bavaria. The new gondola lift on Kanzelwand Mountain near Riezern will open December 1. In addition, the Nebelhorn lift near Oberstdorf has been modernized, and an express diesel car will speed traffic to the top of the 10,000-foot Zugspitze.

### WORLDWIDE

Other new installations are the chair lift at Ruapehu, New Zealand's first, and a T-bar in the Soviet Union. Both the chair lift and the T-bar at Ruapehu were built by a large group of skiers forming the Ruapehu Alpine Lifts Co. with a capital of over \$150,000. The Soviet lift, pictured in the January, 1954 issue of *Ogonek*, may well be the country's first. It has a capacity of 200 skiers per hour.

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SKI, DECEMBER 1, 1954



# 'No Lounge Lizard Will Enjoy This Blizzard'

OLD timers will be pleased to learn that Robert B. Thomas, who has been forecasting the weather continuously for 163 years, agrees with M.I.T.'s Hurd C. Willett (SKI, November, 1954) that winters are getting colder. It proves them science fellers have got some sense.

The 1955 edition of the *Old Farmer's Almanac* describes the approaching season as "cold, windbound, and except in big cities, white. Next winter will continue to accentuate the present trend away from mild and warm winters."

During the past winter, the *Almanac* points out, it snowed in Jerusalem on December 23, and the lowest temperature in U.S. history—69.7 degrees below zero—was recorded at Rogers Pass, Montana on January 20. Here are the *Almanac's* monthly forecasts for the coming winter:

"NOVEMBER: Early snow, early in Indian Summer (5-11th), snow for Thanksgiving north of Boston, then a bad easterly storm along Atlantic Coast (26th-30th). Blizzards in West at the same time.

"DECEMBER: Boisterous and windy first week, then bitter cold with some snow flurries for two weeks . . . and a white Christmas north of Washington, D.C.

"JANUARY: Full storm during first week (possibly worst of the winter), followed by two weeks of cruel cold, a thaw, then another storm but not as bad as the first one.

"FEBRUARY: A fine big blizzard during the first ten days which will keep the ski lodges open all month. Fine and clear—15 to 21st.

"MARCH: Last good snow of the winter (1-7th) . . . which will soon disappear and will be followed towards end of the month with heavy rains and bad floods."

As for the following winter—that of 1955-56—Bob Thomas predicts a "very heavy winter season—including early cold and snow."

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# WHY BUY NEW BOOTS?

SKI editors provide some good excuses for yielding to temptation

**W**HAT, me buy new boots? When my Minna Markknoedel IV's are just as good as they were ten years ago? No thanks, I know better ways to spend fifty bucks."



**Molitor-119, \$60.00**

Is this your attitude? Is this your reaction when your instructor, salesman or friend suggests you might ski better than you did ten years ago if you had a new pair of boots?

We are sympathetic, of course. Boots



**Tavi-Battenhofer, \$59.50**

are expensive and they *should* last a long time. That they ever last as long as ten years is a real tribute to the manufacturer's integrity and the owner's loving care. Sure, they're marvelous hunks of leather. So store them in the attic with grandma's high-button



**Kastinger Hahnenkamm, \$42.50**

shoes (still in excellent condition) and buy yourself a new pair—or better yet, use them for touring and spring skiing, preserving your good new boots for better things.

Your new boots will improve your skiing and enjoyment enormously—give you better control over your skis and rest your feet and ankles. These are the reasons why every book on skiing insists the most important item of equipment is the boot—the vital connecting link between foot and ski.

As a skier becomes more expert, he

relaxes in his turns. The only parts of him under continual strain are his feet, and to a lesser degree his ankles and knees. Shoulder and hip rotation are important fundamentals, of course, but are overemphasized in discussions of technique. All the strains of *Vorlage* and rotation are transferred to the lower body. An expert skis with his feet. No wonder boots are so important!

Modern ski boots are radically improved. The domestic Bass boot shown here illustrates the salient features:



**Bass, about \$40.00**

steel shank to keep the sole rigid for years, high uppers for extra ankle support, sponge-rubber padding throughout, inner boot with separate lacing. Bass adds a V-strap for skiers who want to tighten their boots quickly before a downhill run.



**Henke-Seelos Pro, \$56.50**

In addition to everything else you want in a boot, Henke's top model offers a feature that is becoming *de rigueur* among racers—the narrow sole that stays clear of the snow when you edge your skis in a turn or on a



**Rieker Zermatt, \$37.50**

traverse. Henke uses what they call "Tyrolean" stitching, reputedly just as waterproof as the time-tried double welt and much less bulky.

One thing we especially like about

Rieker boots is the double-clinched hook for the outside lacing. Another thing is the good leather, which like that of other top European makes is combination tanned in European tan-



**Nordica Aosta, \$52.00**

neries. Rieker's two top models, selling at \$37.50 and \$49.50, look very much alike. The main difference here is that the uppers of the more expensive model are made of genuine German hides instead of hides imported



**Le Trappeur, \$42.50**

from the U.S. Both are top-grain, of course, but the European hide is not split, is heavier and more waterproof. Also it bears no barbed-wire scars.

Molitor has a solid reputation for fine hand-made boots. The top model now has a lining of felt instead of



**Humanic Loch, \$45.00**

sponge rubber; the felt molds itself to the foot and grips it firmly. This model also features a choice of hard or soft uppers, the latter being a comfort to the weekend skier, if not to the racer.

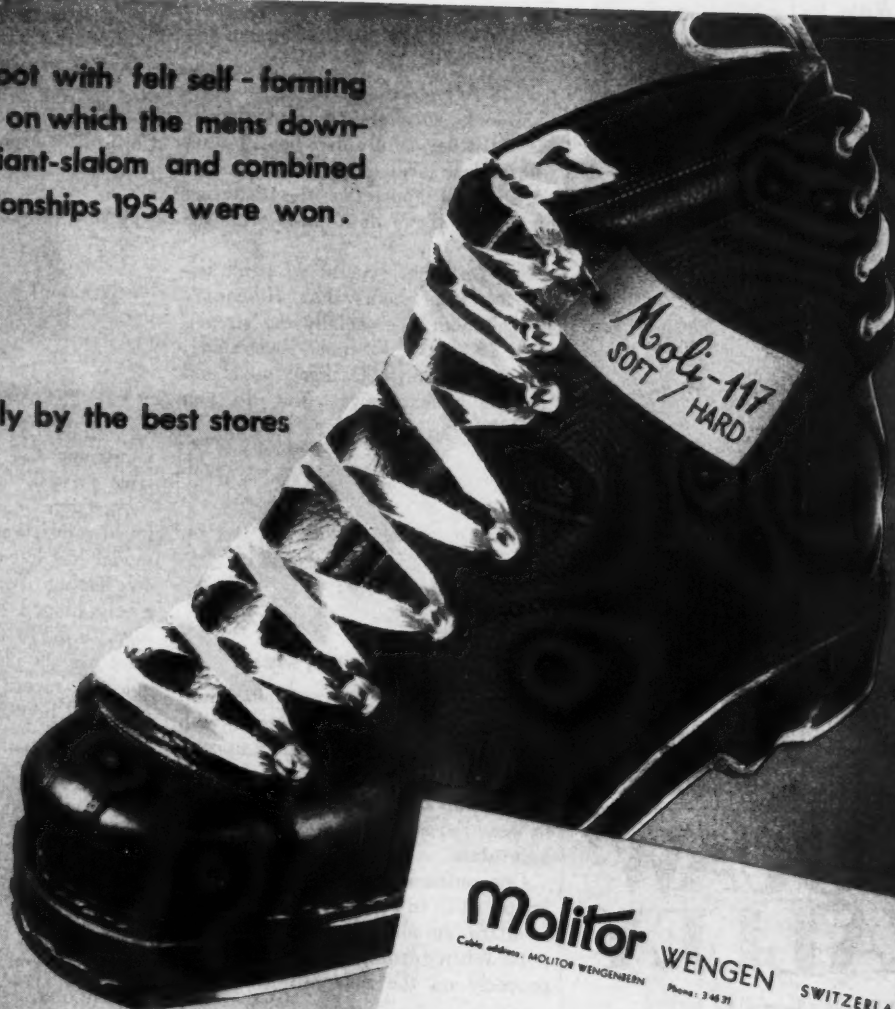
For those that insist on rigid lateral support for the heel, Nordica's Aosta has a casing of sole-leather that will never soften. The entire Nordica line is nicely hand-crafted in Italy and, like other makes, ranges widely in price.

A boot with beautiful lines is the Le Trappeur. One model (not illustrated)

(Continued on page 38)

The first skiboot with felt self-forming ankle support on which the mens downhill, slalom, giant-slalom and combined world championships 1954 were won.

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With best regards,

*Karl Molitor*  
Karl Molitor  
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Action Picture of Karl Molitor  
Picture of MOLI-116



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## Why Buy New Boots?

(Continued from page 36)

ted) looks so slim you would hardly suspect it has a full inner boot. Ladies whose feet are—generously proportioned—will appreciate the flattering high shaft that's of a piece with the upper.

For ladies in general we can't imagine prettier boots than Humanic's several models, especially the streamlined Kitzbuehel (not illustrated). They are comfortable, nicely made and relatively inexpensive. And do you



**Raichle Slope Master, \$29.95**

know these boots are available in a choice of colors? Yes, they come with pretty grey or maroon leather uppers, as well as in regulation black. One male member of SKI's staff would like to wear red ski boots, too, but doesn't quite dare.

One outstanding feature of Raichle boots will, in our opinion, become standard on all boots: the arch support. When turning with your weight properly on the downhill ski, strain



**Garmisch, \$38.95**

on the arch is enormous. Arch supports ease this strain, rest your feet and eliminate your natural tendency to shift weight to the uphill ski.

If we had our way, we'd own just about every make of ski boot there is. Take the new Garmisch for example. What a prize possession for the lover of good leather and smooth, clean lines! The new model is improved in many details and sells for considerably less.

It's not absolutely essential that you shell out fifty dollars for your new boots. On the current market you can find a variety of well-designed boots selling for half that much. Sandler, for example, features a low-price line

of German and Italian imports this season, as well as the established Sandler domestic models.

For those who are hard to fit properly or for other reasons like their boots made to measure, the Tyrol Shoe Co. Ltd. of Montreal does an excellent job on short notice. Their boots are



**Sandler import, \$19.95**

handmade and are available in stock sizes as well.

Austrian bootmakers are offering a lot of value these days. Kastinger's new model has one-piece, seamless uppers, sole-leather reinforced heel and a nicely hinged shaft for painless *Vorlage*. In the luxury class, the top Strolz boot has the clean lines and drag-free sole that racers love. Perhaps the most beautiful boot esthetically is the Tavi-



**Tyrol Krista, \$45.00**

Battenhofer, whose uppers are handcrafted of a single piece of gorgeous black leather; the outer boot also has a clever, speedy system of lacing.

In spite of many improvements, we feel that progress in ski boots has just begun. Since a boot is less a shoe than a gadget to hold your foot on to the ski, we foresee the marriage of boot



**Strolz Otto, \$60.00**

and binding into a single unit. We foresee the use of lighter, stronger materials such as nylon, glass wool insulation and a single thin steel plate for the sole. But radical new developments will have to await the ski-world-wide acceptance of a single type of safety binding as standard.



# How to Equip Ski Toddlers

by JOHN S. HOLDEN

WHEN my eldest son was two years old we were faced with the problem of what to do with him when we went off skiing. The problem had only one answer, for we had to take him with us if we went skiing and we had to go skiing.

By Christmas time he was all fixed up with a pair of two-nines, patinette bindings fitted to his overshoes and a pair of cut-down ski poles. We let him try them out in the house with great success. Then, when he really had a chance to go out and try the snow he had a very sad experience.

Ben went on his face before he had a chance to take two steps. His first five minutes on skis ended in tears.

At that point I happened along and hurriedly applied a very generous coating of Wonder Red. From that moment to this he has been as enthusiastic about skiing as any member of the family. The heavy coat of climbing wax enabled him to walk right up any hill and walk right back down again.

From that day until sometime early in his fourth winter he never went out without at least a quarter of an inch of wax on the bottoms.

We went on the theory that Ben wasn't really ready to slide until he asked for it. When he was four he did. After that I put the wax on thinner and almost spoiled the whole deal by pushing him too hard. Fortunately, before he turned completely to sleds and toboggans I got wiser—let him ski the way he wanted to and stopped insisting he learn the Arlberg technique right at the start.

During that fourth year he developed a simple and very effective downhill technique. He ran in a high crouch position at slow speeds, slipped into a very low crouch when he went faster and uninhibitedly dragged his fanny when he wanted to slow down.

Here, in brief, is the system that was so successful with our two boys and our neighbors' children. Get equipment that is small enough. Wax the skis very heavily with a good climbing and running wax, and don't let the kids slide by themselves until they really want to. Don't force them at all, and rely on imitation as the only effective means of instruction.

SKI, DECEMBER 1, 1954

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For rules: write for the  
**FREE "NORSE HOUSE GUIDE"**  
to the proper selection of  
ski equipment and clothing.

## You Can Ski Away

with one of 5

## GRAND PRIZES offered

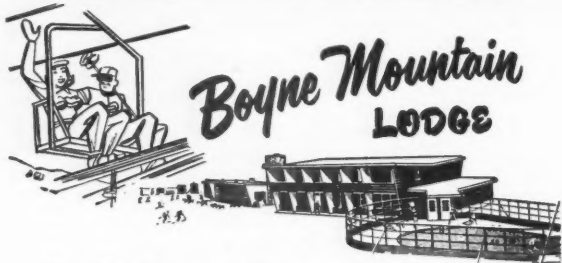
## in the new NORSE HOUSE CONTEST

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Midwest's Highest Mountain*

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Includes lodging, meals, ski instruction, lift fees, planned recreation, and use of other facilities.

Luxurious quarters in club house and chalet, cocktail lounge, skating.

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### STEIN ERIKSEN

Present World Champion



Heads Boyne Mt. Ski School

WRITE OR TELEPHONE 20 FOR RESERVATIONS  
**CHAS. MOLL, MGR. BOYNE FALLS, MICH.**

## If You Want To Die . . .

by "MONTY" ATWATER

### 1. Pay no attention to avalanche terrain:

Very steep open slopes . . .  
Steep gullies . . .  
Cliffs with snowfields above . . .  
Fall-line scars in timber.

### 2. Disregard avalanche weather: Stormy with heavy wind and snowfall . . .

Fair with heavy wind drifting of snow . . .

Thawing after a storm . . .  
Thawing day and night in spring . . .  
Rain on snow, particularly on new-fallen snow . . .

Any sudden and pronounced change.

### 3. Be nonchalant about avalanche snow:

Very loose and full of air, poor flotation . . .

Tacky, tends to slither out from underfoot . . .

Waterlogged with poor flotation . . .  
Cornice overhangs . . .

Packed snow that settles suddenly, cracks extensively.

### 4. Ignore the rules of safe ski mountaineering:

Tell no one where you are going . . .  
Don't check weather and snow conditions . . .

Be unobservant of warnings . . .  
Avoid protected routes—ridges, terraces, timber, windbeaten slopes . . .

Don't burden yourself with avalanche cord, safety rope . . .  
Be sure ski pole wrist loops are on good and tight . . .

Keep bindings in the racing hitch . . .  
Be sure to get the whole party at once out on to any doubtful slope.

### SKIING'S GREATEST DANGER

More skiers have been killed by avalanches (while skiing) than by any other cause. Truly, avalanche is skiing's greatest danger—a danger you may face this season—in certain parts of the East as well as the West. Obey the rules of safe ski mountaineering!



# Sun Valley

*is FIRST Again!*  
with

NEW REVOLUTIONARY FEATURES

NEW FABRICS  
NEW STYLING  
NEW DESIGNS

Yes, again in 1954 Sun Valley leads the way with an outstanding array of new Ski Togs for men and women that are unequalled for authenticity, distinctive design and the finest tailoring. Be sure of buying the finest, ask for and insist on Sun Valley Ski Clothing—you'll find them at better retailers.



Sun Valley Manufacturing Co., 19 Portland St., Boston 14, Mass.

# If You Want To Live . . .

by "MONTY" ATWATER

1. If threatened by avalanche, try to escape:

**Don't** try to outrun an avalanche straight downhill . . .

**Do** make for the side or the nearest obstruction.

2. If caught, fight for survival:

Remove skis, if possible, and if avalanche has not already done it for you . . .

Try to stay on the surface by swimming . . .

Cover mouth and nose if you are buried . . .

When avalanche stops, make a supreme effort to get airspace around head and chest . . .

If able to move, try to get out—but be systematic!

3. Find the victim:

Mark the point where victim was last seen on the surface; use something that will stay put . . .

Search the surface below last-seen point for pieces of equipment or other clues . . .

Probe with skis or reversed ski poles in the vicinity of any clues . . .

Probe near obstructions—trees, outcrops, transitions where snow has piled up . . .

Send for help . . .

When found, treat victim first for suffocation.

Snow Ranger Montgomery M. Atwater is a highly esteemed member of the skiing fraternity, notwithstanding that he has the thankless duty of ordering skiers off Rustler and other tempting runs at Alta, Utah when conditions are dangerous. Ranger Atwater is head of the avalanche research laboratory at Alta (in the Wasatch National Forest) and is co-author of the Forest Service's *Avalanche Handbook*.

Something  
to SHOUT  
about!

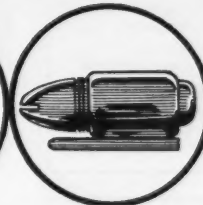


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new

JET  
LINE  
SAFETY



Strong Front Throw  
Easily Used



Automatic  
Toe Release



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A truly outstanding achievement in the development of automatic release bindings. Years ahead in its smooth, clean design, affording the highest degree of performance and safety. Adapter kits for either toe or heel units available. Also ROCKET, METEOR, and GOODMAN bindings.



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SKI RESORT

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#### YEAR-AROUND INCOME

In the heart of one of America's greatest and best-developed ski regions. Lake Tahoe, with summer sports and activities, only minutes away. Excellent hunting and fishing.

#### READY TO OPERATE

Fine north slope, 1000-foot rise, in sheltered bowl, no rocks. Three rope tows, Warming Hut with Snack Bar, Ski Shop with Rentals, Housekeeping Units.

This is a one-time chance at a good livelihood and a good life. Personal reasons compel sale of this proven, ready-to-operate area. Send inquiries to: Marion Rustad, P.O. Box 685, Tahoe City, California.

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All inclusive rates, covering room, heating, three meals, tips and all taxes:

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*HOTEL OLDENHORN	from 5.50 to 10.00
*HOTEL NEUERET	from 4.50 to 8.00
HOTEL NATIONAL	from 4.50 to 6.50
HOTEL OLDEN	from 4.50 to 6.50
POSTHOTEL ROSSLI	from 4.50 to 6.50
HOTEL VICTORIA	from 4.50 to 6.50
HOTEL SAANERHOF	from 4.00 to 5.00
*CHALET CHRISTIANIA (room and breakfast only \$2-3)	

\* Hotels with private bathrooms

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TICKETS VALID ON ALL 10 SKI LIFTS:

30 coupons \$5.50 100 coupons \$17.50

Personal tickets valid for unlimited runs on the 10 lifts:

10 days \$14.00 1 month \$29.50

Extensions:

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## Want to SKI in EUROPE in '55?

AUSTRIA . . . FRANCE . . . GERMANY  
ITALY . . . SWITZERLAND

We've been there . . . Sent hundreds there  
. . . Know all the HOWS, WHYS, WHERE'S!

Write us:

**THE CLARA LAUGHLIN TRAVEL SERVICES, INC.**

38 East 57th Street, New York 22, N. Y.

P.S. 5th Annual John Jay Ski Club and World Safari leaves Feb. 12th. Daily independent departures.

## TEY TAPE

### SPEED Film for Skis

Tough as Nylon

★ ★ ★

15 Minutes to Apply  
Rolls on Like Adhesive Tape  
Without Scraping Skis

★ ★ ★

FASTEST Ski Base Made  
LASTS 2 SEASONS  
Never Needs Waxing  
Ideal for Rentals & Shop Jobs

★ ★ ★

Dealers: Write for sample to

Johnny Seesaw's  
Peru, Vermont

OR

Ernesto Saska  
Malibu, Calif.



With twelve lifts, Gstaad has more uphill transportation than any other European resort—only one of many good reasons why American skiers

## Say 'Ah!' for Gstaad

by DIETRA TREMAINE

THE Zurich station was old stuff by now. Just as all roads lead to Rome, so do all Swiss railroads go through Zurich. So I settled down with that Swiss masterpiece of efficiency, the timetable, to figure out whether it was six, or perhaps seven, stops to my destination, and whether or not I had more than three minutes to make my connection.

Deep in study, I was startled by a most pleasant voice. "May I ask where you are going that causes you to concentrate so hard?"

"Gstaad," I answered, like any breezy American.

"Pardon me, but I did not understand you," he said in his quite perfect English, just barely tinged with Schweizerdeutsch.

This had happened before. "Kstaaaad," I tried again.

"Ah, so you are going to Gstaad!" he replied and beamed. "And have you been there before? No? Would you perhaps like to know a little about it? I know the town quite well because when I was a little boy I went there to

school, to Le Rosey. Surely you have heard of it. It is very international and has educated the children of kings and queens."

I began to have that small and unimportant feeling. I asked my newfound friend if he would tell me something about the skiing in Gstaad and also about the places to stay. The conversation for the next few hours could only be described as a monologue, interrupted, but briefly, by train changes. I munched vast amounts of incomparable Swiss chocolate while I learned about this strange mountain resort situated between 3,500 and 4,000 feet in the Bernese Oberland, which has become so dear to the hearts of many Americans that they have picked up bag, baggage and children and moved to Gstaad, building, buying or renting a chalet, calling it home—and for the most part without benefit of refrigerators, to say nothing of washing machines and deep freezers.

To pry an American away from his mechanical devices takes something. I learned that Gstaad has many attrac-



tions: its excellent schools (six in all), its proximity to Lausanne, its beautiful situation in an open but protected valley and most of all the desire of its citizens to give every visitor an open-armed welcome and a good time. And, best of all, there is the skiing, good from December until the end of March, with a daily average of seven to ten hours of sunshine!

The run down the tricky 8,000-foot Wasserngrat is Gstaad's most spectacular course. The Sesselbahn, a double chairlift that rides sideways, is in two sections. But the comfort-minded Swiss have devised a system whereby the chair is switched on to the second cable automatically. Also, each chair is provided with a canvas sun-and-wind parasol. A christie's distance from the top station is the Berghaus Wasserngrat where you can stay overnight for fifty cents or fortify yourself with wine and a fondue before starting down the 1.6-mile run with a vertical descent of one-half mile.

At this point I felt rather as though I might be standing at the top of the Empire State Building looking down, so I asked about ski school. "Oh yes, first class," was the answer. Directed by Hans Herrmann, the school usually has around fifteen instructors who are qualified mountain and touring guides as well.

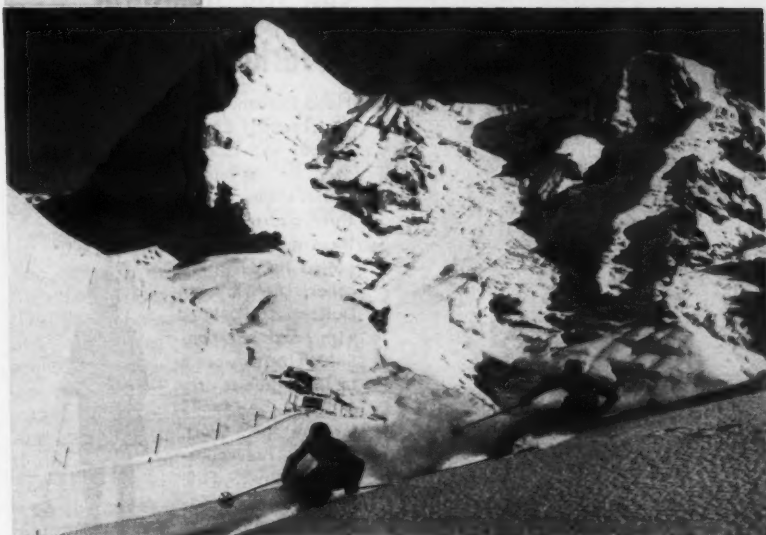
Also, the first three of the famous Swiss ski tests are given at Gstaad, and at the other end of the scale of proficiency, special children's classes are conducted. And I need not be worried about the difficulty of the skiing, since between Gstaad and Saanenmoser (a twenty-minute train ride away) there are a total of fifty runs and nine lifts from which to choose: five T-bars, three funiculars (rather like our street-cars) and the Sesselbahn (chair lift).

And I was advised not to overlook Saanenmoser with its comfortable Sport Hotel and 9,100-foot funicular servicing the Hornberg. At the top of this you have your choice of two T-bars which sprout like horns in opposite directions from the top station. In fact, a fun trip, if you are staying in Gstaad, is to go over to the Sport Hotel for a good lunch, ride up the funicular and the T-bar to the Hornfluh and ski all the way back to Gstaad, stopping in town at the Olden bar for a toddy on the way back to your hotel.

Another good run in Gstaad is the Eggli, again serviced by a funicular—plus a Gondelbahn that's brand-new this season. Though only about half as

(Continued on next page)

# SWITZERLAND



## In the world famous Bernese Oberland



*Mürren*

*Wengen*

*Grindelwald*

*Adelboden*

**GSTAAD**

From December till Easter you will find abundant snow and sun in these very well equipped resorts. Accommodations—small modern hotels to luxurious hotels with private room and bath, 3 meals, tips, and taxes all included.

\$4 to \$10 a day

5500 ft. Highest sunny village in the Bernese Oberland with a skiing season till Easter. Headquarters of the Kandahar Ski Club, "the centre where you learn to ski". 10 hotels, ranging from modest to Palace. Winter branch of the Swiss Federal School of Gymnastics & Sports. Funicular and skilifts, all wintersports. Inferno Race Feb. 20th, Airlberg Kandahar March 11-13th.

For SUN, SNOW and FUN. Skiing from December to April. Dozens of the most beautiful and well kept ski-runs. 3 modern mountain railways, 3 ski-lifts. 30 comfortable hotels. Good snow and much sun. You shall never be disappointed in Wengen.

2 hours from Berne—road open all Winter—30 Hotels—Ski School—2 Ice Rinks—spectacular skiing from FIRST (7111 ft.) the top of the world's longest chairlift or down the glaciers from JUNG-FRAUJOCH (11,333 ft.). Write to Grindelwald Tourist Office.

FOR SKIING AND FUN. 20 hotels, 2 chairlifts, 1 ropetow, beautiful downhill runs, a gay night life, all help to make your visit pleasant. WHERE SKI CHAMPIONS ARE MADE. Adelboden Tourist Office.

The famous skiing centre in a world of sun and snow. 10 ski lifts, covering a total length of 46,000 ft. 4 skating rinks—average daily sunshine 8 hours. Many social and sporting events. For hotel-list of Gstaad see advert. on page 42.

For information contact the official Inquiry Offices of the respective resorts; The Swiss National Tourist Offices, 10 West 49th Street, New York City or 661 Market Street, San Francisco; or your travel agent.

SEE SIG BUCHMAYR'S • 6 EAST 50TH, N. Y. CITY



## see the beautiful bavarian duffer

Hand fashioned from all-wool, water repellent Loden Cloth that is famous with sportsmen the world over for warmth and wear. The Duffer comes in 3 lengths — short, three-quarters, and long. Both the three-quarters and long have concealed hoods in the collar, (right). Long Duffer is fully lined with handsome poplin. Women's sizes 8 to 18 in granite grey or navy. Add .75 for postage. Short, \$34.50. Three-quarters, \$39.95. Full, \$55.95. Send for winter 1955 catalog.



*Sig Buchmayr*

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**GLAZITE  
NUMBER  
1**

The original self-applied plastic base. One coat gives season long protection. Recommended base for all lacquers.

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NUMBER  
2**

Fast on any snow! Ice and rocks hardly scratch this tough plastic base. For skiers who want to wax over a plastic base.

**GLAZITE  
FINISH**

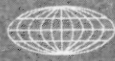
Waterproof... clear... scuff-resistant plastic protection for the tops of your skis. Keeps out damaging moisture.

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JET**

The new plastic racing surface. Faster... easier to apply... longer lasting! The world's fastest... finest!

Dealer inquiries invited

GLAZITE



PLYMOLD COMPANY

2707 Tulare Ave. Burbank, Calif.

## Say 'Ah!' for Gstaad

(Continued from page 43)

long as the Wasserngrat—4,300 feet—it has a vertical drop of 1,750 feet; or, if you prefer, it averages about a forty-degree grade! After a morning on the Egli a good way to spend the afternoon is roaming through the town itself which is bursting at the seams with tempting shops of all descriptions. Or if you don't want to be tempted, visit the interesting Chapel of St. Nicholas which dates from the fifteenth century, or look in at the *Verkehrsbuero* (rather like our Chamber of Commerce), presided over by Paul Loosli who probably knows more than any other single person about Gstaad. Either he or one of his assistants will be on deck to answer your questions and tell you where to get a good fondue, a pair of skis or a room.

We were nearing Gstaad now so I asked my talkative friend about hotels. In his tactful way he started at the top. First, there is the Royal Winter Palace, directed by Mr. Scherz. It is a 250-bed hotel, larger than any of the others by 160 beds, and is perched right on top of a hill, commanding a beautiful view of the whole valley. Here a room with bath will run from eight to twenty dollars a day, including meals—and entertainment, which runs from Jacqueline Francois to Christian Dior's collection with a liberal sprinkling of formal dinners and *dansants*.

The Park Hotel, managed by Marcel Reutler, is the choice of many including General Montgomery who always stays in the "chicken coop," one of the rentable chalets completely serviced by the Park. Both Reutlers are charming hosts who are always happy to find you a bottle of Pouilly Fouissy '47, but who are suspected of keeping their marvelous chef under lock and key. A room here, on the same basis, will cost from seven to twelve dollars a day.

However, as there are twelve hotels and ninety chalets and furnished apartments in Gstaad, it was impossible to learn about them all and time was running out, as we were about to pull into the station. It was a beautiful, crisp moonlight night and as my baggage was transferred for the last time into a horse-drawn carriage for the ride through town and up the hill, I looked up at the surrounding peaks, mentally debating whether it would be the longer Wasserngrat or the steeper Egli which would tempt me first in the morning.

# Revolution in Ski Making?

**California Firm Succeeds in Manufacturing Radically  
New "Dynaglas" Ski — First All-Glass Ski.**

**I**n the spring of this year, the Dale Boison Company of Santa Monica California, announced that it had progressed far enough in the development of an all-glass ski to market it during the 1954-55 winter season.

The appearance of a glass fiber ski was expected, though the Dale Boison Company had carried on the testing of its "Dynaglas" models in comparative secrecy. For in this, the age of plastics, fibreglas-reinforced resins had already shown many advantages over conventional materials and found successful applications in many fields, including sporting goods. With glass supplanting wood in equipment for such sports as fishing, boating and archery, it was no wonder that it was soon thought of as a possible material for skis.

The Dynaglas Ski is radically different from all the earlier attempts at a plastic ski, being the first true fibreglas ski, the first commercially produced ski whose basic structure consists entirely of glass fibers and plastic

glaz," plus some other plastic bases and top finishes tested during the development of the Dynaglas Ski, turned out to have so many desirable properties that the Dale Boison Company is marketing them separately, for application to other skis as well.

The question arises: Why go to all the trouble and expense of developing a glass ski? The answer lies in the desirable properties and performance characteristics of the material. Glass fibers show excellent temperature resistance, moisture resistance, chemical resistance, uniformity, permanence, and durability. In practice, these inherent properties of fibrous glass mean less trouble, bother and worry for the owner of the skis. Regardless of temperature or humidity, Dynaglas Skis do not warp, twist or lose camber. They do not have to be blocked or specially stored between trips or seasons. Their resistance to moisture penetration and chemical corrosion makes it unnecessary to refinish nicks and scratches except for eye appeal. And the uniformity of the basic materials permits the molding of the skis to such close tolerances that they will always match; if one Dynaglas ski should become lost or damaged, a single matching replacement ski can be purchased.

The real test of a ski, however, lies not in its appearance or durability; it comes in its performance while skiing, its action, its ease of handling. This is where the dynamic properties of glass—its impact strength, flexural strength, dimensional and vibrational stability—come to the fore. Fiberglass-reinforced plastics have an extraordinarily high strength-weight ratio, with the glass contributing almost perfect elasticity. It is this combination of strength and elasticity which makes Dynaglas Skis turn and handle lightly and easily, even under the most difficult snow conditions, and also makes them absorb sudden shocks and bends, smoothing out dips and bumps. Their torsional strength makes the one-piece steel edges hug the slope. Dynaglas Skis are outstandingly free from tip and tail flutter; they snap back from sudden bends quickly and positively, therefore they track exceptionally well at all speeds and have no tendency to wander.

The Dale Boison Company takes pride in presenting this important advance in the art of ski making: tomorrow's ski today.



Production foreman Lew von Jung cutting up stack of fibreglas mats—first step in manufacture of Dynaglas skis

resins. The ski is, in effect, a hollow box, with an inert lightweight mineral filler. Continuous strips of high alloy special stainless steel are molded right into the edge of the ski. Embedded inside the center of the ski are metal inserts for holding the binding screws. And since fibreglas does not, of itself, show desirable running characteristics on snow, the Dale Boison Company found itself forced to develop a new, extremely fast plastic to cover the triple-grooved bottom of the Dynaglas Skis. In fact, this new "Super Dyna-



*In Stowe*  
stay at the  
**GREEN  
MOUNTAIN  
INN**  
**AND MOTEL**

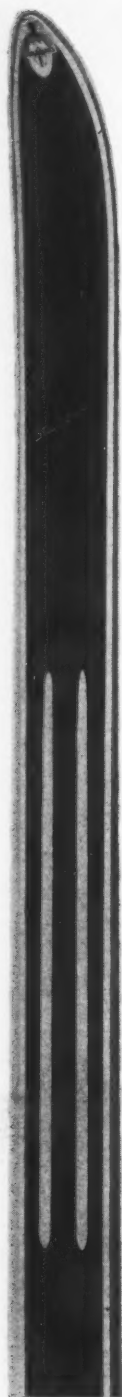
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visit the  
Bigger and Better

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designed  
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with a  
New  
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base  
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for more  
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## The Making of a Champion

(Continued from page 19)

*Stein, how did your father get so interested in downhill and slalom? I thought the Norwegians went in primarily for jumping and cross-country.*

They do, of course. But in 1933 my father skied in the Alps for the first time. He made telemarks, like the other Norwegians. Then he noticed how easily the native skiers could negotiate packed snow and even ice with their modern steel edges. He tried a pair of alpine skis and had so much fun on them that he began to manufacture them in Norway. All his life he worked for the acceptance of the alpine events in Norwegian competitions. Though not a racer himself, he was active in every other way. Now that Norway has achieved something in the alpine events of international competitions, that acceptance is complete—and that is why I regret so much my father did not live to see it.

*He certainly played an outstanding role in the development of the sport, Stein. Was he your only teacher?*

Yes.

*How about your mother? Does she ski?*

Oh, yes! (proudly) She is active in organizing slalom training and competition for women. She is a great skier and mountaineer. My brother, Marius, is of course a good skier too. He manages the factory and shop now, just twenty minutes outside Oslo. Birger Ruud—do you know Birger?—he is our factory production supervisor.

*I'll bet your technical knowledge of equipment stood you in good stead, too.*

Yes, I had the knowledge and facilities to develop my own skis. In short, I had every advantage: skiing from childhood, sympathetic parents and, I believe, a competitive temperament.

*You are famous for that.*

You have to go all out. There is no holding back. You cannot reach the top with a half-hearted attempt. You must, for a few years at least, subordinate everything else to this goal. In my country and in yours, this is a difficult decision for young persons to make:



the sacrifice is great, and the result, for them, is perhaps not worth it. That is why the Austrians are on top. They had bad luck in the last FIS, but they still must be considered the best alpine skiers in the world. To them, winning means everything. A substantial portion of their economy is based on the ski resort business (thanks largely to Marshall Plan aid) and they will do everything in their power to maintain their preeminence in the field of competition. The economic motive is even more apparent on an individual basis. The finest career an Austrian boy or girl can aspire to, in that poor country, is a career in skiing. There a young person will cheerfully make every effort and sacrifice to win a reputation. This is not true in Norway. Nor is it true in the United States, where ski business forms a relatively minor part of the economic structure. But that does not mean we cannot compete with them on a plane of equality.

*I think you've already proved that, Stein. You didn't neglect your education in the process of becoming world champion.*

No, I went through the regular two years of college in Norway and finished with a year of business administration. You see, I believe that skiing is a sport, to be indulged in for the matchless physical and emotional benefits it confers. I believe that competition is a fine thing for developing the personality and moral fiber of young people. But sport should be fun. I do not believe that you can take skiing too seriously and still ski your best. That is why I think you Americans have a chance.

*I guess we'll have to learn this new technique of yours.*

SKI, DECEMBER 1, 1954



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Located at the edge of Reno on the way to Reno Ski Bowl. Moderate winter rates. Modern, Beautiful, Comfortable. Mountaineer Joe Cushing, Mgr.

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Inscribed Patron of Mt. Climbers & Skiers in English & French. A new, useful & attractive gift to give yourself or your friends. Made of brass with leather thong to attach to your belt. Send \$1 each (or \$3 for sterling silver) to: **EUGENE O'DONNELL**, Spring Hill Farm, Broadmeadow Rd., Marlboro, Mass.

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A Complete Line of Ski Equipment and Fashions

**SKE-EZ WAXES**

FASTER GOING ON — FASTER GOING DOWN!  
Easily applied Ske-Ez waxes are longer-lasting for all day skiing. Ask your ski shop or write **SKE-EZ Mfg. Corp.** Idaho Springs, Colo.

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When your poor skis go  
Like a creeping bug  
The' you point them straight  
Down the "Thunder-Jug"

**Get TEY TAPE!!**

(See P. 42)  
Fastest Base for All Skis

Technique? Bah! I don't have any technique. I hardly knew there was such a thing before I came for the first time to the United States. The most pointless thing a young racer can do is try to imitate another racer. Does he walk the same? Does he stand or run the same? Why should he ski the same? Of course there are the fundamentals. . . .

*Now we're getting somewhere!*

(Jumps to his feet, demonstrates) Weight always on the lower ski, or at least evenly on both skis . . . leaning forward, you rotate with hip and shoulder, slowly, powerfully . . . my position is what feels right for me, and your position should be what feels right for you . . . and of course you keep your knees locked in the turn, like this. . . .

*There, you see? You have a technique. I never heard about locking the knees before.*

You Americans are incorrigible, with your techniques. But I suppose it is true that locking the knees together in the turn might be called a technique. (with evident pleasure) You know, down in Chile this summer two Dartmouth boys, Roger Brown and Bob Gebhardt, were skiing with me and tried it—locking the knees—and you should have seen what beautiful long turns they made!

*I'll bet they did. You're a modest fellow, Stein, but don't disguise the fact that you'll have a lot to teach your ski school pupils at Boyne Mountain this season.*

Another thing, very important, is to be continually in motion. Never freeze or stiffen up. Always be turning or moving in a relaxed way. The minute you hold your position, your skis slide out from under you. This is important for racers, too. It is the only way to keep from chattering on ice, for example. It is the only way to develop good rhythm in a slalom.

*Stein, what's the best way to learn slalom?*

Always ski out of control.

*Wow! Do you really mean that?*

Absolutely. In practicing slalom and giant slalom, always ski at speeds much

(Continued on next page)

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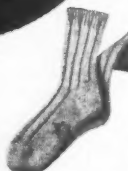
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## The Making of a Champion

(Continued from page 47)

faster than you can handle. You'll be bruised by flags, cartwheeled from bumps and even tossed into the woods occasionally, but you won't be injured if you keep limber by climbing the course each time. When you become tired, don't take that extra run. Quit. The way to learn is to ski faster than you think you are able. Then, in competition, you can slow down to a pace you feel secure in and still be faster than the others. When I was seventeen and eighteen years old I skied beyond my ability even in races. Sometimes I had the fastest time on one run of the slalom. Usually I fell or missed a gate. But the time came when I could go fast and make all the gates too. Then I won.

*How about downhill? Do you practice out of control for downhill, too?*

No, definitely not. In downhill that would be terribly dangerous, and foolish. The proper way to practice downhill is to take one section of the course at a time, skiing it faster and faster, always in control, till you discover the fastest line that is safe for you. Only at the last do you ski the course non-stop at racing speed. In pleasure skiing, it is often valuable for the racer to ski out of control—on steep, bumpy slopes and difficult traverses, for example—but never at speeds that are dangerous.

*Don't you think that's a little hard to do in this country, where ski areas are so crowded?*

Yes, especially on weekends, when it is difficult to find a place to set up a slalom, let alone ski out of control. In Norway areas are always set aside for the use of racers.

*Stein, what do you think is the greatest shortcoming of our competitors? Why do so few U. S. racers reach the top?*

Their greatest shortcoming? Lack of adequate training, I think. You have many fine skiers. But competition today is very tough, and in order to win you have to go all out—not only on the day of the big race, but for months and even years beforehand.

(Continued on page 53)

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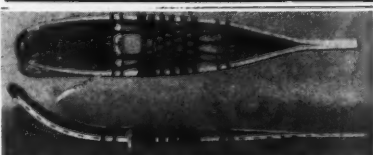
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## The Making of a Champion

(Continued from page 48)

That is not to say that training cannot be combined with study or even part-time work. But all spare time must be spent in training to the best possible condition. No smoking, of course. Not much drinking. And ski only when you feel like it, because, as I said before, you will get nothing out of training unless it is fun.

*I assume you are talking about off-season training, too.*

Yes, one of the best exercises is cross-country running—up and down hills, jumping from rock to rock over brooks and so on. A good run, followed by gymnastics and a warm bath or shower, should be a daily routine.

*What sort of gymnastics?*

Tumbling, parallel bars, somersaults and laybacks on the trampoline—you don't do much of that in the United States, do you?

*No, we don't, but I guess we should.*

It is taught in the schools in Norway, and of course it is a traditional form of training for ski jumpers in my country. Gymnastics are essential for developing balance, coordination and athletic ability of the whole body. It helps in so many ways—to keep your balance on a bumpy traverse, for example.

*I can well believe it helps, after seeing you perform those aerial somersaults on skis in your new film. It's unbelievable! First you take a swan dive on skis, and it seems inevitable that your ski tips will catch on the snow and you'll take a terrific header. But no! Suddenly you snap around and land on your skis again.*

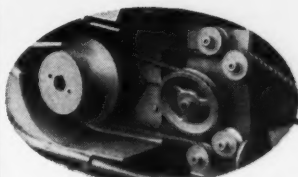
Another thing. Racing is much safer for a skier trained in gymnastics, because he has learned to fall and tumble without injuring himself. Another good exercise is swimming, and diving with it. Swimming relaxes muscles that tend to tighten up in other exercises.

*Have you ever been hurt, Stein?*

No, but that is because I use safety bindings. Longthongs.

*Stein, why do you use longthongs?*

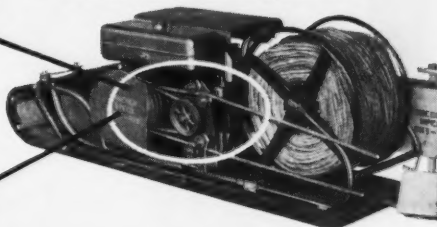
Most racers do because they give  
(Continued on next page)



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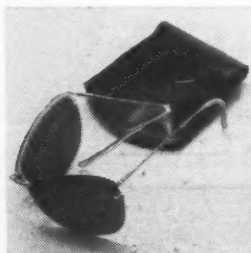
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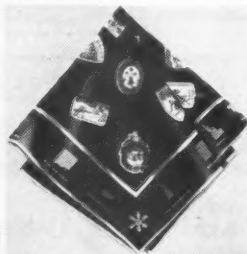
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## The Making of a Champion

(Continued from page 53)

support to the ankle and at the same time maximum control of the skis. For the same reasons it is important to use stiff boots on hard snow, especially ice—that is, boots with stiff leather uppers that will not give when you edge your skis on ice.

*Do you use special skis for slalom?*

I don't. I use one pair for everything, but many racers use two pair—a long, limber pair for downhill and giant slalom and a slightly shorter, stiffer pair for hard-snow slalom. Using more than two pair of skis results in confusion, however.

*How come you use only one pair?*

The secret is camber. If a good, flexible ski has pronounced camber it will grip well on ice and float beautifully through powder snow, too.

*The Eriksen Ski is certainly an interesting design. You use a number of small parallel grooves on the running surface instead of a single large groove, don't you?*

Yes. That feature permits my skis to track well in a turn as well as on the straightaway. They hold and track beautifully on a traverse, where only one side of the ski is in contact with the snow.

*Are the grooves on top just decoration?*

No, they make the ski more flexible than if it were simply flat-topped, without impairing torsional rigidity—twist-resistance, that is. It's a feature that has been copied by other manufacturers during the past two years, you will notice.

*Are your skis all made in your factory in Oslo?*

Yes. We turn out about 7,000 pairs a year and have the capacity to produce twice that quantity.

*Stein, in the course of this interview you've talked about several essential factors in the making of a champion—full-time training, skiing only when you feel like it, practice at excessive speeds and competitive drive. Is there anything else you would like to add?*

Yes, the most important factor of all: self-reliance. You can learn from others, up to a point. But as I said before, it is futile to imitate the style of any particular racer. And it is even more pointless to pay attention to what





the press and old-time skiers say about you. What do they know about it? For years the newspapers made fun of me. They said I was crazy and called me the boy "who skis with his head under his arm" and so on. If I had listened to them I would never have made it. Nobody can tell you what to do. It's entirely up to you.

*Another interesting fact about your career, it seems to me, is that you reached your peak at the age of twenty-five or twenty-six—a bit older than most racers. How would you explain that?*

That is the result of experience. At twenty or twenty-two, I could ski faster slalom than I can now. But I win more races now because I have learned to be perfectly cool and calm about the whole thing. That takes experience. It takes years of racing in international competition to learn that reigning champions are not gods, but human beings who can be beaten. It takes time to develop the confidence that you are as good as they are. And you can develop that confidence—if you don't pay any attention to what they say in the newspapers.

*(Smiling) I hope you're not worried about us, Stein. After all, we're not a newspaper.*

I hope you will pass on to your readers the things I have said about competition, and I hope that American racers can benefit somewhat from my experience. If your readers have any other questions, I should be happy to answer them as best I can.

*We'll ask them to write you in care of SKI magazine. If the questions are interesting enough, we'll print them, together with your answers. Do you plan to continue racing, Stein?*

No, except for fun perhaps. I plan to go professional for five years or so, and after that I will return to Oslo and devote full time to the factory and the shop. Part of the next few years I will spend teaching at Boyne Mountain, Michigan, and at Chile in the summer.

SKI, DECEMBER 1, 1954

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# I Once Ran the Arlberg-Kandahar

by J. C. GRAHAM

Reprinted by permission from the 1953 New Zealand Ski Yearbook

It's high time reporters stopped interviewing winners of big sporting events. It's all so easy for the champions and they have to be modest about it, so there's little they can say except that they did their best and were lucky to win. But think what stories could be written by interviewing the rabbits!

Take the time, for instance, I ran the Arlberg-Kandahar. I didn't actually compete in the race itself, of course. No one who knows me would believe that, even if I produced witnesses. And let me admit from the start that it was a grave error of judgment for one of my attainments to try to cover the route. But it was a glorious day when I took the cable car from St. Anton to the top of the course and in my New Zealand innocence I imagined I could sidetrack the difficult parts as on Ruapehu.

So I set off downward, gingerly performing what I imagined to be rather stylish christies. Passing Austrians were too polite to laugh outright, but I wondered at the peculiar looks they gave me until I noticed that they were heading straight down and poling. The idea of anyone checking on such a sissy little slope clearly struck them as very odd.

As I was digesting this disquieting thought, the slope disappeared entirely. I was on the brink of an almost sheer precipice down which I was apparently expected to ski. I had no time to consider this appalling prospect before the problem was taken out of my hands. My skis slithered over the edge, I was flung forward and began hurtling headlong to destruction.

I know now how people can face death with equanimity when it is inevitable. There was no prospect of pulling up and I just lay on my chest with my feet and skis in the air and watched the scenery flashing past as I awaited my fate.

This rapidly approached in the form of a small tree, in which I presently found myself intimately entangled, but at least stationary. By an intricate series of maneuvers I disengaged myself and made a survey which revealed nothing worse than a slightly dislocated neck, a couple of sprained fingers and a considerably grazed chest. Re-

flecting that I would have done better to wax myself back and front rather than my skis, I incautiously stood up.

Immediately the skis took charge again. I was now charging along the base of the precipice toward the lip of a vast amphitheater. It would have been hard enough to negotiate at any time, but thousands of christies had cut it up into a series of hummocks two or three feet high with narrow passages between, so that it looked for all the world like a gigantic tilted waffle iron.

I had threaded my way uncertainly through only two or three hummocks of this ghastly maze before I missed a turn and began floundering with a spine-jolting thump from the top of one hummock to the next. As the descent became steeper the airborne periods increased. I was hitting the top of only every second hummock, then every third. "The farther you rise the harder you fall" is a quite unnecessarily obvious saying in such circumstances.



As I tentatively moved a leg and finger here and there to find how much remained intact, a loathsome child of perhaps ten sped confidently through the hummocks, showering the prostrate body with a spray of finely sifted snow as a farewell insult. I lit a cigarette—a procedure which I felt gave an air of nonchalance and also postponed the unknown terrors of the forest, which had been drawing inexorably nearer.

I had a feeling there might be difficulties ahead. This proved a master-

piece of underestimation. I was to look back on the run so far as the easy part of the course.

We are spared wood running in New Zealand, and this was no ordinary wood run. An incredibly narrow track snaked rapidly down through the trees. The surface was polished ice, and there was no salvation on either side. A sheer drop fell away to the left and a barrage of very solid trees offered a broken skull as the price of deviation to the right—as surely as the same maneuver meets the same fate behind the Iron Curtain.

Clinging desperately to the track, I began to wonder whether people in the village below would be startled by the bangs as I passed through the sound barrier, when a blessed haven hove in sight in the shape of a little snow bank rising beside the track.

With all the fervor of an ostrich I buried my head in it and lay there gasping. But it was even more dangerous to stop than to move in this nightmare forest, as a wild yell from up the track immediately revealed. A maniacal figure in a red parka was hurtling toward me—and I lay sprawled across the track, petrified, and in any case incapable of making room for anyone to pass. The apparition promptly leaped into the air, cleared me with inches to spare, and disappeared around the next bend—yodeling.

I have no clear recollection of how I completed the course. I dimly recall an inclined bridge, which had to be shot dead straight to avoid colliding with the parapet and crashing to a sticky end below, and I remember that the fearsome slopes above the village suddenly seemed to have flattened out and become ludicrously easy.

But my next connected memory is of an English voice asking: "What's the snow like on the Waldschneise?" (One of the easier runs.)

"I came down the Kandahar actually," with quite a creditable attempt at a yawn, considering that I was surreptitiously removing quantities of snow from inside my shirt.

"The Kandahar?" (with new respect). "I've never done that. What's it like?"

"Well," (suppressing a gulp), "a fairish run, you know—sporting you could call it, reasonably sporting."

I could have carried it off, too, except that my knees unaccountably gave way and I fell flat on my face as I turned to limp off to lunch.

But you do see, don't you, how much more eventful sport is for us rabbits than for the experts?

SKI, DECEMBER 1, 1954

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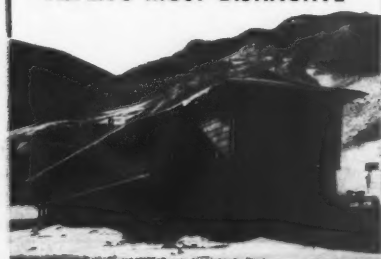
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## Confessions

(Continued from page 24)

decay, of gradual return to the soil. What we could not know was the precise uncertainty of its uphill facilities. We quickly found out.

It was Christmas week. The rush was on. The slopes were crowded, the skiing magnificent, and the tows chugging merrily. Returning from the upper mountain one afternoon I came upon the normally clattering upper terminal of our lower tow, the area's bread and butter. It was silent and deserted. I knew without looking. Our bread and butter had collapsed. T-bar units stuck grotesquely out of the snow; sheave-wheel clusters hung at odd angles from their mountings; and the cable rested on the snow. Chaos was master. At the bottom I was greeted by the only important news I dared not hope to hear: no one was injured.

"Funny thing, Mr. Bradley," came the dry comment of one of the area's old hands, "Same thing happened last year. No one hurt then, either."

Repairs were rushed, parts strengthened, and once again life assumed its merry holiday pace. Less than a week passed. Then the office phone clanged noisily. It was the operator of the upper lift known as Balch, a pathetic make-shift instrument attempting to serve the magnificent slopes of the upper mountain. Hesitantly I reached for the receiver.

"Mr. Bradley there?"

"This is Mr. Bradley," I replied, sensing doom.

"Mr. Bradley—we're broke down up here."

"Bad?" I asked.

"Kinda bad," was the reply. "We just ripped out tower number two. Nobody hurt though." There was a pause, then the voice again. "Funny thing—it did the same thing last year. Only that was the last day of the season."

Pieces of the powder keg fell all over the area.

Thus we knew what we suspected all the time, and the new association shifted into high gear to correct the condition. The next season witnessed the results: two completely new high capacity T-bars, one reputedly the most powerful ever designed. Winter Park was at last moving toward its destiny.

Life on a busy ski area is seldom dull. The unpredictable is normal; surprises are routine. Tows sometimes break down; power lines sometimes fail; transformers burn out; fuses blow; tickets get lost; skis break;

(Continued on page 60)

## Timberhouse Ski Lodge

### Winter Park

- ☆ 800 yards to Ski Area
- ☆ 6 tows, 12 runs, 2000 feet drop.
- ☆ Rates Board & Room (excellent family style meals)
- ☆ From \$5 (Dorm.) to \$7 (single)
- ☆ Package week deal (all incl.)

**\$49.00**

Call Fraser 2471 or write to

**P. and E. Timmerhaus**  
Winter Park, Colorado



For Information: Steve Bradley—Winter Park, 2

## POWDER SNOW BLUE SKIES FRIENDLY EVENINGS

*Miller's Idlewild Inn*

12 improved slopes; little bitter weather; Ski Week with lodging, meals, tows, lessons.

Dwight Miller Fraser 2488  
Box 3 • Winter Park, Colo.

## There's NEVER NO SNOW at Berthoud Pass

except July, August, September

and there's also:

- Double Chair Lift
- Ski School
- Rentals
- Shelter House & Coffee Shop
- Modern Lodge
- Dining Room
- Cocktail Lounge
- Your Hosts: Rio & Bill Beyer

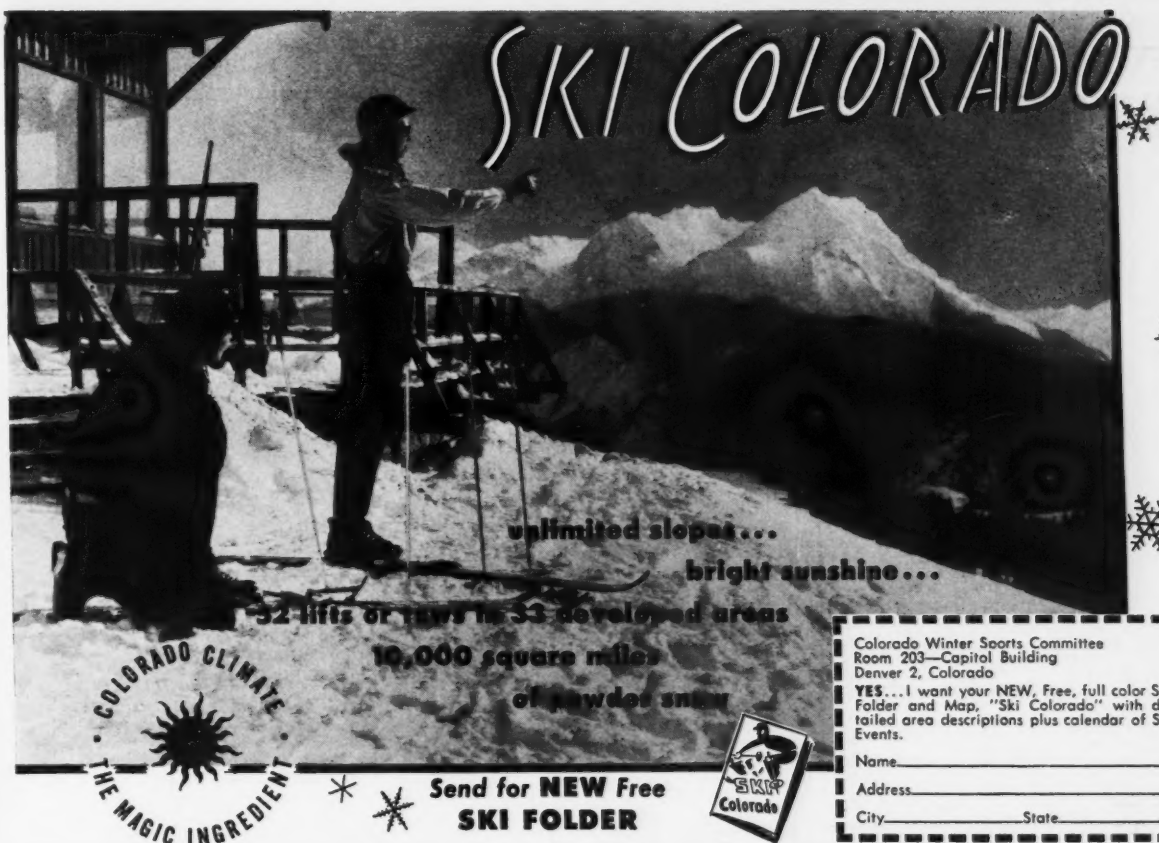
For Reservations Write

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BERTHOUD PASS WINTER PARK  
DENVER 10 MILES 12 MILES



# SKI COLORADO



unlimited slopes...  
bright sunshine...  
52 lifts or runs in 33 developed areas  
10,000 square miles  
of powder snow

**COLORADO CLIMATE**  
THE MAGIC INGREDIENT

Send for **NEW Free SKI FOLDER**

Colorado Winter Sports Committee  
Room 203—Capital Building  
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YES...I want your NEW, Free, full color Ski Folder and Map, "Ski Colorado" with detailed area descriptions plus calendar of Ski Events.

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_

## MORE SKI FUN



for your money...7 days **\$57**  
ALL SEASON



**Manicured Slopes...** Every obstacle over 4" high has been removed from all 14 runs! That means earlier, safer, far better skiing. Actually, the snow base is five feet or better most of the time but you can ski safely on as little as a foot of snow.



**NEW \$50,000 ADDITION TO MAIN LODGE** includes a brand new dining room, kitchen and recreation room...as well as new "luxury" rooms with private bath. Free picture folder gives full details. Rates as low as \$57 for 7 days, 6 nights. (Bunk rates: men \$49; girls \$54).

### ...Winter Park, Colorado

Come to this winter wonderland and skier's paradise. Two of the big capacity lifts at Winter Park actually handle more skiers in an hour (1000 each) than the lifts in other areas can handle in an entire day! That means more time on the runs, less time spent returning to the top. Two areas to choose from: Sportsland Ski Chalet is just 5 minutes from Winter Park and 20 minutes from Berthoud.

#### FREE

**Picture Folder** ...shows wonderful private rooms, thrilling ski areas, delicious meals and all the extras you get at Sportsland. Also contains complete rates including the famous "7 days—\$57" which gives you lifts, lessons, and transportation to ski areas as well as all the other accommodations and extras.



### Sportsland SKI CHALET

Winter Park 3A, Colorado

Mr. and Mrs. Beaver: Please send me your free picture folder, with rates and bus and train schedules.

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_

# RIEKER BOOTS



for

- BETTER SKIING
- BETTER FIT
- BETTER STYLING
- BETTER SUPPORT
- BETTER VALUE

At Ski Shops Everywhere

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Sole Importers

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designed in Aspen . . .  
a **SKI PANT**  
that fits



Here is a ski pant to meet the demands of better skiers for fine tailoring, trim fit and comfort. These pants are cut to FIT on the hips, with a higher crotch, thus eliminating the pull of fabric when the knees are bent. With a neat fly front double tab fastening for both men and women, zipper pockets, tunnel loops, correctly full knees. Of fine worsted gabardine. In Navy or Black. Waist sizes, men, 28 to 38; women, 24 to 30. Short, regular or long.

**\$32.50 ppd.**

Write for catalogue

**THE ASPEN COUNTRY STORE, Inc.**  
ASPEN, COLORADO

## Confessions

(Continued from page 58)

stumps find their way up through the snow; water finds its way into the gas; prestone vanishes; batteries go dead; and a thousand other things can and do happen, especially when you're crowded. With so much to be indignant about I never cease to be amazed at the remarkable tolerance of the skiing public, which seems to accept these trying interruptions as a matter of course.

To the individual who makes up a friendly public perhaps nothing is more unpleasant than getting hurt, although statistically this does not happen often. Yet, when it does, were it not for our ski patrol and the magnificent contribution of the National Ski Patrol System, our capacity to serve would be greatly reduced. Yet even the patrol is not immune to surprises.

One afternoon shortly before closing time, two patrolmen, answering an urgent call, came upon a young lady, apparently hurt. That she was also pretty made the first-aid task more pleasant and the ride to the bottom on a toboggan possibly more thrilling. As they approached the first-aid room, where a young doctor made ready to receive what he hoped would be the day's last, the winter twilight was shattered by the piercing shriek of a locomotive. The girl's half-closed eyes opened wide.

"What's that?" she asked, sitting upright.

"The ski train," replied one of the patrolmen, "getting ready to pull out."

"The ski train!" she cried, jumping to her feet. "My God, I'll miss it!" She snatched her skis from the startled patrolman and made an astonishingly speedy dash across the frozen wastes. She made her train, waving thanks from the vestibule as the last car disappeared into the smoky gloom of the Moffatt Tunnel.

A ski area is also a thing of contrasts. Within thirty minutes all of the gay bustling activity of a crowded day vanishes, for the life blood of an area is its people. When the tows shut down, the skiers disperse with an almost explosive suddenness. The sun is down; dusk drops its frosty mantle over the white valley; and the intense quiet of the alpine wilderness invades the land. It is a time of peace, when one can assemble the scattered pieces of the powder keg, glue them together, and place his chair on top again: for tomorrow is another day.

But to come to the point. How did I end up managing a ski area? I am one of those rare misfits in society who cannot seem to develop a productive specialty in anything.

Statistically I went to Dartmouth, graduating in 1939. I was low man on a magnificent ski team, to which I contributed very little. I majored in English with a heavy emphasis on drama. I aimed for a career in the theater. Two summers in summer stock and a graduate year at Yale Drama School brought my theatrical career to a close.

Prior to that—immediately after leaving Dartmouth—I married Anne Hurlburt, a promising young actress I met in a summer theatre known as Cohasset, thus closing the book on her theatrical career too. We went to Sun Valley for the winter of 1940 where with Dick Durrance I helped concoct two movies for the Union Pacific Railroad. I mention this because immediately following the draft I wound up in Fort Monmouth, N.J. making training films for the Army.

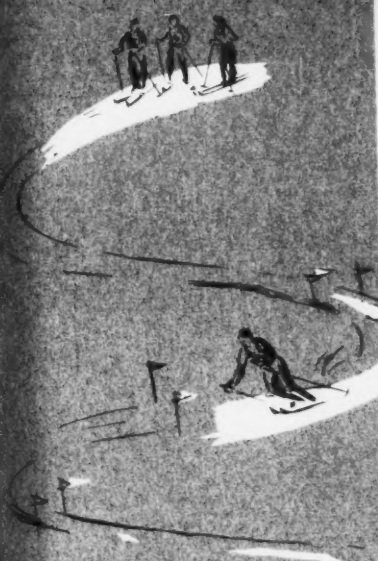
With the advent of peace, after five years in the Army, we headed for Colorado. Why? Having spent three and a half years in New York City, and another in the teeming New Jersey swamps, Colorado looked like heaven. It still does.

Among other half developed skills I had been a ham-and-egg painter. The teaching profession looked very good, and with Uncle Sam's GI Bill providing the necessary impetus, I enrolled in the Art Department of the University of Colorado.

In 1948 I was asked to make a survey of Aspen to determine the feasibility of holding the 1950 FIS championships there. Once again I was teamed up with Dick Durrance, who at that time managed the Aspen Skiing Corporation. Aspen was awarded the championships, and for reasons not clear to me I was asked to be chief of race.

Luckily the organizing committee installed superb assistants in every department associated with this most complex and sometimes baffling affair, and the races went off without a hitch. My own contribution seems quite hazy now and consisted chiefly of participating in a form of international diplomacy for which all credit is due the American bourbon industry.

Thus is recorded another great American success story. A ham actor, dubious motion picture magnate and artist of no renown winds up managing a ski area and loving it.



## TONI SEELOS

Austria's great "maker of champions"

and

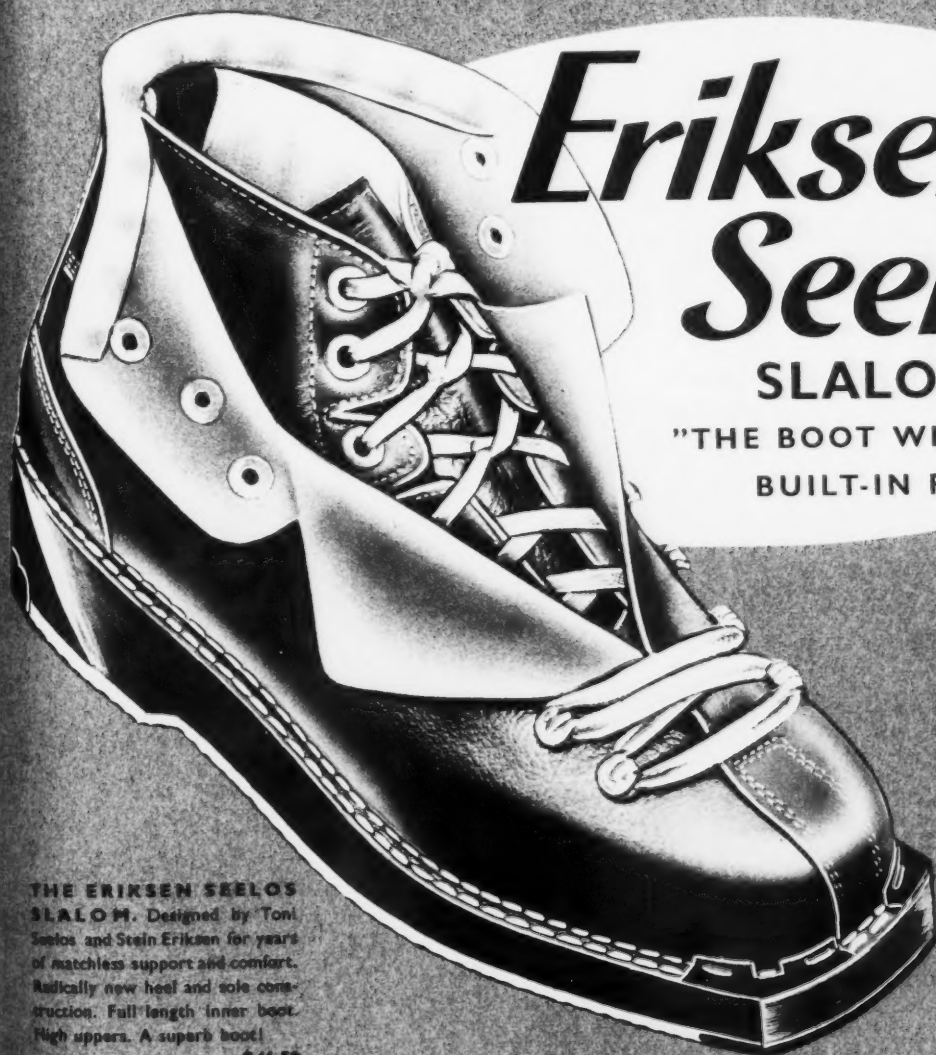
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Norway's Champion of Champions have cooperated to jointly design these fabulous new boots

"Any boot looks like a million in the store. Many fit well at first. But only a few can really 'take it'. And of all the boots the skier can buy, I rate Henke's as outstanding. I tell my pupils, 'If you want a boot that truly holds its fit, buy Henke's.'"

Says Toni and Stein:

"They all look good at the start but only HENKE looks good at the finish!"



# Eriksen- Seelos

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"THE BOOT WITH THE  
BUILT-IN FIT"

**THE ERIKSEN SEELOS  
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of matchless support and comfort.  
Radically new heel and sole con-  
struction. Full length inner boot.  
High uppers. A superb boot!

\$46.50



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**THE HENKE AROSA** — New and sleek. Full separate inner shoe. No straps, heavy wedge sole, weather welt.

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#### only Henke's tanned 4 times

1. *Chrome tanned* to turn the hide into supple leather.
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4. *Henke's Special Waterproof tanning* — our own unique process.

**NEW! THE HENKE AFTER SKI SHOE**  
For fireside or out-of-doors. Smart, high uppers; non-skid rubber soles. Weather welt keeps feet super-dry. **\$16.95**

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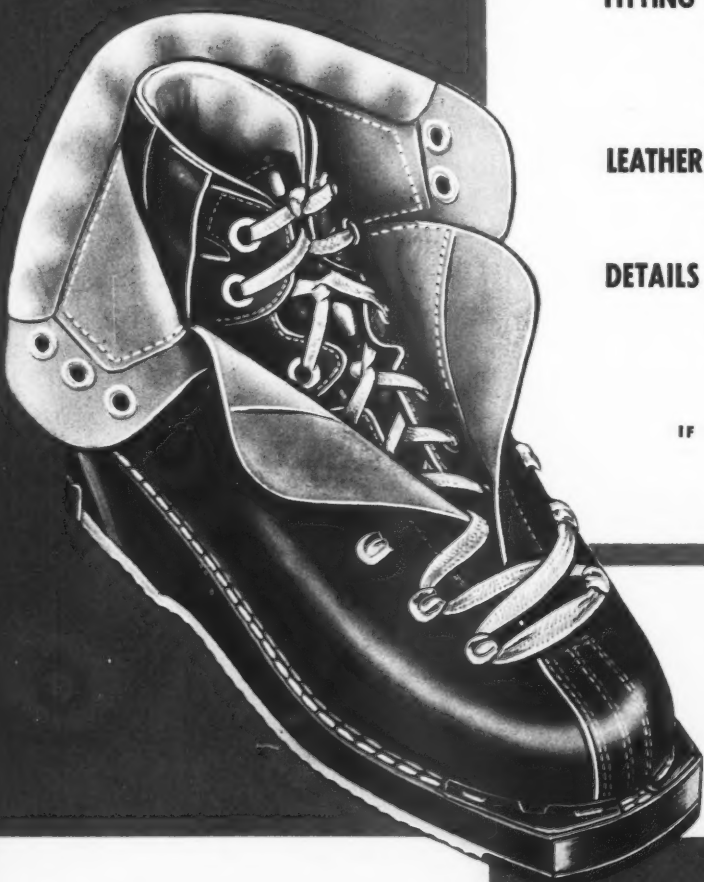
# *Henke*

**THE BOOT WITH THE BUILT-IN FIT**

THE HENKE SWISS SKI BOOT IS AVAILABLE AT BETTER SKI SHOPS EVERYWHERE.



## Seelos Pro



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## WHY DID TONI SEELOS CHOOSE HENKE TO MAKE HIS "PERFECT BOOT"?

Says Toni: "To the expert, Henke stands for the best in boot craftsmanship. That is why I asked Henke to produce my concept of the perfect boot."

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by TONI SEELOS

**FITTING** It is important that your new boots fit as perfectly as possible. But it is more important that they hold that fit under the stress of skiing. Most boots "go soft" in a few years. The thing that I like about Henke's is that their fit is "built-in" to stay.

**LEATHER** Many boots look fine, wear poorly. It's all in the tanning. If the leather is chrome tanned, boots will crack and leak. Henke's are combination tanned—the best!

**DETAILS** Look for design and craftsmanship every inch of the way. Do leather counters reinforce pressure points? Do the soles have Tyrolean stitching? Is there some kind of a toe protector? Has the boot steel shanks?

IF YOU WANT TO BE SURE —

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**THE HENKE SEELOS PRO** — The perfect boot. Designed and crafted to Toni Seelos' exacting specifications. The boot for the professional, although excellent for the beginner too. Inner boot ingeniously tightens as you lace outer boot. Clean lines, no outside straps, firmest, support. **\$56.50**

THE **Henke**

SWISS SKI BOOT

Manufactured in Switzerland



**SKI FILM COMING  
OUT OF YOUR EARS?**  
*ours, too!*

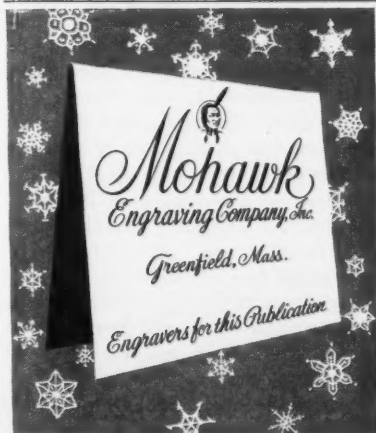
But, no matter how many  
ski films you've seen—  
you'll enjoy

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LIKE TO SKI"**

NEW!  
16 mm COLOR-SOUND  
45 min. \$37.50 rental

Others from \$6.25 to \$35.00  
11 minutes to 1 hour 30 minutes  
FREE FOLDERS

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Enjoy an unforgettable ski vacation in this  
Tyrolean fairy-tale town: 3 cable railways,  
4 ski lifts, endless variations of downhill  
runs. Gay night life; comfortable hotel ac-  
commodations with full board at \$3 to \$7.  
Apply your travel agency or the Verkehrs-  
verein Kitzbühel, Tyrol, Austria, Phone 272.

## Short Skis for You?

(Continued from page 21)

were just taking up the sport again, tried them and liked them. The next year Ober sold more than 100 pairs, and in 1950 between 200 and 300 pairs. In 1951 and 1952 many of the larger ski manufacturing companies started to make them, and the Kitzbuehel Ski School began to recommend their use to certain skiers.

The short ski Ober produces today, however, is only superficially similar to the short ski he started to manufacture in 1947. He experimented with varying length and breadth and stiffness until he found the dimensions most suitable for all-around use.

The most noticeable change was made in the width. In the early days it was thought the short ski should be extra wide to compensate for the diminished length, but this made it rather tough on the ankles when edging. It was subsequently found that the shortness of the ski could be compen-

## CORRECTION

Prices given in the November New Products Newsletter for Klear-Glass, an agent for preventing fog on glass surfaces, were incorrect. The lipstick-size applicator costs \$.49 and squeeze bottles of one and one-half and three and one-half ounces sell for \$.97 and \$1.49 respectively.

sated for in other ways, and as a result the present-day short ski looks less like a water ski and more like a shortened version of the standard ski.

Although intermediates and beginners took readily to the short ski, professionals and veterans scorned them and disparaged their use both for themselves and for others. They seemed to take the "to be beautiful, one must suffer" attitude, and regarded it as fitting and proper that an initiate should go through an extended period of pain and personal entanglement before being able to enjoy the sport.

The Kitzbuehel Ski School, too, was a little slow to recognize the value of the short ski, but was later quick to exploit it. In 1951 and 1952 they started recommending its use to a few older people, and in 1953 it was employed as

(Continued on next page)

# THE KURZSKI

Lengths:

5', 5'6", 5'9"

**Sensibly Priced  
at \$30.95**

At Your  
Dartmouth Dealer

A FAVORITE in Europe for the past few years, the Kurzski, or short ski, is designed for fun skiing—ideal for recreational skiing, ski schools, rental shops and beginners who want to master fundamentals quickly—perfect for glacier skiing and ski mountaineering. In dimension, the ski is one foot shorter and  $\frac{3}{8}$ " wider than a normal ski. With plastic base and edges.

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SKIS**

HANOVER, NEW HAMPSHIRE







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Magic Carpet Aerial Tramway, double chairlift, 2 ropetows. Open Dec.-May.

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Mid-week plan includes meals, lodgings, skating, lifts, ski lessons. Rates from \$9 daily at Lodge; \$16 at Ahwahnee. T-bars, rope tows, ski school (directed by Luggi Foeger) at Badger Pass, Yosemite ski area. Write for folder. Box 578, Yosemite National Park, Calif.

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##### BLUE SPRUCE SKI LODGE

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Inexpensive rooms, apts., near lift, friendly atmosphere.

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Cabins & lodge in connection. Continental food, home-made pastries, bread. Moderate prices.

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Studio apts., comfortable rooms 1 block from either lift. Write—Emma Haerdle, Box B, phone 3551.

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Widest choice of accommodations priced to meet your budget. Learn-to-ski week package \$86.

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Charm, comfort. Ideal location, sensible rates, wonderful food. Box 398, Aspen. Tel. 2261.

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#### WINTER PARK

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Private baths, rooms, dorm; \$5.50 up daily. Good food, fun. Dwight Miller.

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Modern kitchens.

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##### WOOD RIVER MOTEL

Modern. Automatic heat. \$5.00 up.

(Continued on next page)

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with

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## WEEKS • \$59<sup>50</sup> UP

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CASCADE HOTEL

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KING EDWARD HOTEL

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**MORE  
SNOW**



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10 Miles from Quebec City

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SUN VALLEY LODGE, CHALLENGER INN, SKIERS CHALET

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### MASSACHUSETTS

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##### JUG END BARN

Open all year. Two ski tows for beginners and intermediates. Excellent expert slopes nearby. Rates \$8.00 to \$12.00 daily. Lewis H. Crafts, Manager

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Elko's famous meeting place—reasonable.

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Fine accommodations. Two meals, from \$6.50.

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Excellent.

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Skiers' favorite.

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Center of ski region. 150 accommodations, bunks to private baths, \$6.50 up. Cocktail lounge.

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Centrally located, 40 rooms, 24 baths, excellent meals, folder.

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Fine accommodations for winter vacations and skiing.

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300 acre ski resort. Floodlight tow. Near three major lifts. Accommodates 100. Lars Winquist, owner.

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Rooms, dorms, bunkrooms—close to Thorn and Black. Folder \$.

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Step OUT OF THE LODGE  
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## "Ski Capitol of the Laurentians"

FREE TO WEEKLY GUESTS AT ALL TIMES:

- 4000-ft. T-bar (75 ft. from Lodge)
- 400-ft. Tow • Priority on Bath
- Meals by Famous French Chef
- Dancing Nightly in Cocktail Lounge

**\$10.00-\$12.75** (with bath) A.P.

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## "LEARN-TO-SKI" WEEKS

7 Days — 6 Nights — All Meals  
PLUS SKI INSTRUCTION

Within these dates:

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In Main Lodge—As Little As

**\$59.00**

H & C Water

**\$66.00**

W. C. & Shower

Per Person, 2 in room, incl. meals.

Pictorial folder, ski map,  
**SKI HONEYMOON FOLDER "W"**

Conditions wired daily to  
High Mt. Ski School (N. Y.) Columbus 5-1376

## JASPER - IN - QUEBEC

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CANADA



## Ski Mt. Kingston

Ste. Agathe des Monts In the Laurentians  
Quebec Province, Canada

New 400-Ft. Wide Alouette Trail One Mile Long. 5 Slopes and Trails for Beginners and Experts—all served by the 900 per-hour capacity Poma Lift. \$2.50 per day for use of lift and all facilities. New "Habitant" Restaurant and Shelter at Foot of Slope.

P.O. Box 250 Tel.—1470—Ste. Agathe

## Ski Mont Tremblant

First Class Accommodations . . . Canadian Ski School. Instructors . . . Skiing on famous Mont Tremblant . . . Use of Chairlifts, T-Bars & Tows . . . Transportation to and from slopes. All included in "Learn To Ski Weeks"

**\$65**

## VILLA BELLEVUE HOTEL

Mont Tremblant, P.Q., Canada, Tel. 190

### VILLA BELLEVUE SKI SCHOOL

Les Horman, Director

New York Representative:

Gertrude Donnelly, 345 Madison Ave., Tel. MU 4-7138

## WHERE TO STAY

### NEW HAMPSHIRE (Cont.)

#### NORTH CONWAY

##### CRANMORE INN

A skier's inn near town and Skimobile. Bunks \$6.50, Rooms \$7.50-\$10.00 (three meals). Folder.

##### OXEN YOKE INN

\$6 to \$10. Bunks to private bath. 3 meals, weekend specials. 5 min. walk to Skimobile. Famous Slalom Room. Folder.

##### SUN VALLEY INN

Kearsarge St. (Skimobile Rd.) 10 min. walk to Skimobile. Private rooms, bunkrooms. Rate \$5.50 to 7.50 Am. Plan. Tel. 5377.

#### PINKHAM NOTCH

##### APPALACHIAN MT. CLUB

##### PINKHAM NOTCH CAMP

Skiing Dec.-June, rates \$6.50 including three meals. Tuckerman Ravine shelter operated by Club.

#### WATERVILLE VALLEY

##### WATERVILLE INN

T-Bar, rope tow, dancing. 80 guests.

### NEW MEXICO

#### SANTA FE

##### LA FONDA HOTEL

This famous Fred Harvey hotel is linked to New Mexico's Santa Fe Basin by regular bus service. For information on special package tour rates for skiers, write Mr. D. L. Cole, Manager. See our advertisement.

### NEW YORK

#### OLD FORGE

##### MOOSE HEAD HOTEL

Ski slopes at back door.

### PENNSYLVANIA

#### CHAMPION

##### SEVEN SPRINGS SKI LODGE

Have fun hunting, riding, skiing.

#### MOUNTAINHOME, POCONO MOUNTAINS

##### ONAWA LODGE

Facilities for all winter sports. Accom. 200. Rooms with & without bath. Rates fr. \$8.00 dly., incl. meals.

### SOUTH DAKOTA

#### DEADWOOD

##### FRANKLIN HOTEL COMPANY

Ski lockers, waxing table, fireplace, bar, cafe. Rates as low as \$5.00 for two persons with bath. 110 rooms.

### UTAH

#### ALTA

##### THE ALTA LODGE

Center of skiing activities in Alta.

##### PERUVIAN LODGE

Comfortable rooms, cheerful dormitories, reasonable rates, fun, atmosphere, excellent cuisine. Powder snow paradise. Write for free informational folder.

##### RUSTLER LODGE

Utah's newest & finest ski lodge. Steamheated.

### VERMONT

#### BURLINGTON

##### HOTEL VERMONT

Vermont's largest hotel. Rooms \$3.50 to \$12.00. Unique "Sugar House" Cocktail Lounge; TV, music. Dining Room. Garage. Cocktails, music on Sunset Roof. Easy driving distance, all ski areas. John J. Hyland, Jr., Mgr. Tel. Burlington 4-5711.

#### RUTLAND

##### PICO PEAK

Long Trail Lodge at Pico Peak. Adjacent lift. Rooms, dorms. Rates \$7.50 up.

#### STOWE

##### THE ANNEX

Stowe Village. \$3 European. \$7 American. Cap. 30.

##### THE CLARKS' LODGE

Recommended A.A.A. Lodge. Tel. Stowe 6-7266.

##### DONOVAN'S HOB KNOB

Donovans are back this winter.

##### GREEN MOUNTAIN INN AND MOTEL

Stowe Village. Cap. 100. The best of ski living and Duncan Hines food. "The Whip" bar and lounge. 10 mins. to Mt. Mansfield. Busses start here. \$7.50 to \$13.00 A. P. Parker Perry, host. Tel. 6-3301. See display adv. this issue.

##### IVANDALE FARM

Route 100. Comfortable rooms, good home cooking. \$6.50. Phone Morrisville 8-7031.

##### MUSHKODAY FARM

Bunks to private baths. Cap. 50. Folder. Tel. Stowe 6-5931.

##### ROUND HEARTH

Ski dorms for men and women. 140 guests. \$5.00 daily, \$32. wkly., Am. Famous circular fireplace. Best of food & fun. FOLDER. Tel. STOWE 6-2223.

(Continued on next page)



## Skiing's more fun in gay Québec!

Go north to Québec for *real* ski thrills.

That's where the snow is perfect for flashing runs down slopes designed to give beginners gentle thrills—and runs to test the skill of experts! Fritz Loosli, famous teacher of the French Parallel technique, will be on hand for instruction. Alpine lift and rope tows at Valcartier and Lac Beauport.

Your headquarters: the Château Frontenac with its Ski Hawk Club, known to ski enthusiasts the world over. And enjoy other winter sports: skating, tobogganing, sleigh riding.

Reserve ahead now—for party or solo. Write to The Manager, Château Frontenac, Québec, Canada—or any Canadian Pacific Office.

## Château Frontenac

A Canadian Pacific Hotel in Friendly Old Québec



## Your pick of peaks for top skiing thrills in the Canadian Rockies at

# BANFF and LAKE LOUISE

Champions call this country "the absolute best in Canadian skiing!" Take a fast trip up—via smooth Canadian Pacific diesel trains—and see why! Expert or not, accept the challenge of:

**MT. NORQUAY**—sensational 2-mile downhill course. Almost vertical drop of 2,800 ft. Grade up to 45 degrees! Ski tow. Foot-deep powder snow.

**SUNSHINE VALLEY**—Home of the famous snow-mobile, Sunshine Suzy.

**MT. TEMPLE**—Slopes up to 40 degrees. Mile-wide runs. Near Lake Louise.

**SKOKI**—Offers the thrill of glacier skiing in from Mt. Temple.

**MT. ASSINIBOINE**—Matterhorn of the Canadian Rockies. Six great slopes.

## Canadian Pacific

Write or wire D. McD. Hains,  
Canadian Pacific Railway,  
Windsor Station, Montreal 3, Québec





## MONDE

World of your own for skiing fun! A complete French-Canadian skiers' village. 6000 snow-covered mountain acres. 5 lifts, 40 miles of trails, famous ski school. Accommodations from dormitories to private chalets, thrifty American Plan rates. Most reliable skiing conditions in the east! Dancing nightly.

### Bargain Ski Weeks \$79 up!

start each Sunday (except December 26)—ski school, lift tickets, meals, lodging included. Only \$115 for deluxe accommodations with private bath.

Reservations: The Roosevelt  
Murray Hill 9-3967



90 miles  
north of  
Montreal

## Mont Tremblant Lodge

Mont Tremblant, P.Q.  
Canada

Mrs. Joseph B. Ryan, President

## FOR REAL SKIING AT

## The Tremblant Club

MONT TREMBLANT, P. Q.

In the finest skiing area in Eastern Canada, four minutes from famed Mont Tremblant, 86 miles north of Montreal, where snow comes early and stays late.

Easily accessible, all winter, by car, train or plane.

And a new private ski slope with northern exposure, electric tow and individual instruction—3 extras

ALL WITHOUT CHARGE TO OUR GUESTS.

Modern rooms and suites with a view of Mont Tremblant from each window.

Rates \$9-\$15 daily including meals

Early reservations are advised. The Tremblant Club, St. Jovite, Quebec. Write or phone St. Jovite 224 for folder. The K. S. Lindsays, hosts.

## ADVERTISEMENT

## WHERE TO STAY

### VERMONT (Cont.)

#### STOWE (Cont.)

THE STOWE-AWAY  
Route 108, near everything. Quality at reasonable rates. George T. Rutledge.

#### WAITSFIELD

MAD RIVER ASSOCIATION  
HOUSING OFFICE  
Representing all the lodges for hospitality at Mad River Glen.

### CANADA

#### MONT GABRIEL, P.Q.

MONT GABRIEL CLUB  
See advertisement on Laurentian page.

#### MONT TREMBLANT, P.Q.

CHALET DES CHUTES  
See advertisement on Laurentian page.

CHATEAU BEAUVALLON  
See advertisement on Laurentian page.

DEVIL'S RIVER LODGE  
See advertisement on Laurentian page.

GRAY ROCKS INN  
Snow Eagle Ski School. Lift, skating, dancing. \$7.50-11.00 with meals. Ski weeks, \$59.95.

HOTEL MONT TREMBLANT  
See advertisement on Laurentian page.

MANOIR PINOTEAU  
See advertisement on Laurentian page.

MONT TREMBLANT LODGE  
See advertisement on Laurentian page.

VILLA BELLEVUE  
See advertisement on Laurentian page.

#### STE. ADELE-EN-HAUT, P.Q.

THE CHANTECLER  
See advertisement on Laurentian page.

STE. ADELE LODGE  
See advertisement on Laurentian page.

#### STE. AGATHE-DES-MONTS, P.Q.

LAURENTIDE INN  
See advertisement on Laurentian page.

#### ST. DONAT, P.Q.

JASPER-IN-QUEBEC  
See advertisement on Laurentian page.

#### STE. MARGUERITE STATION, P.Q.

ALPINE INN AND COTTAGES  
See advertisement on Laurentian page.

CHALET COCHAND, SWISS CHALET  
Swiss style ski school, T-Bar tows. Rates \$8 to \$11. Write Louis Cochand for folder. Tel. 85W.

#### VAL DAVID, P.Q.

LA SAPINIÈRE  
See advertisement on Laurentian page.

#### VAL MORIN STATION, P.Q.

FAR HILLS INN AND COUNTRY CLUB  
Deep snow, high elevation, excellent skiing, tow, instructor, unexcelled accommodation, delicious food, fifty-three miles north Montreal, roads open, brochure, phone Ste. Agathe 650.

### SWITZERLAND

#### ADELBODEN

See advertisement in this issue.

#### AROSA

See advertisement in this issue.

#### DAVOS

See advertisement in this issue.

#### DAVOS-PARSENN

##### GRAND HOTEL BELVEDERE

#### GRINDELWALD

See advertisement in this issue.

#### GSTAAD

See advertisement in this issue.

#### KLOSTERS

##### CHESA GRISCHUNA

A world-famous hotel in the center of some of the world's finest skiing. Favored by discriminating skiers for its accessibility to the Parsenn snowfields, its gourmet table and cheerful atmosphere. For beautifully illustrated brochure, write Hans Guler, host.

#### MORREN

See advertisement in this issue.

#### SAANENMOESER

##### SPORT HOTEL

Near Gstaad. All comforts. Skiing till April.

#### ST. MORITZ

See advertisement in this issue.

##### BADRUTT'S PALACE HOTEL

One of the world's finest hostels. For rates and literature write Andrea Badrutt, Director.

##### HOTEL SCHWEIZERHOF

First class hotel in the center. Quiet, free and sunny position.

##### SUVRETTA HOUSE

See advertisement in this issue.

#### WENGEN

See advertisement in this issue.

## In Canada

it's Morgan's...

..for fine ski equipment



The newest in Canadian  
and European skis and  
clothing

**m** HENRY MORGAN & CO. LIMITED

Phillips Square - Montreal

## HOTEL MONT TREMBLANT

Mont Tremblant, P. Q.

Ski weeks from \$60 including room, excellent meals, instruction, lifts and use of all facilities. First week starting January 5th—6 nights, 7 days, meals. A truly French Inn in the center of the East's most famous ski area.

Roger Baervoets, Owner-Mgr.

## for SKI INFO

Canada ENdicott 2-6591  
Massachusetts ENdicott 2-7211  
New Hampshire ENdicott 2-5861  
New York ENdicott 2-6721  
Pennsylvania ENdicott 2-1403  
Vermont ENdicott 2-5591  
Western Areas ENdicott 2-1405

Bigger than ever program of domestic & European Ski Tours, AT PRICES FOR EVERY POCKET.

Write for your FREE copy of the  
SKI BIRD GUIDE of  
Recommended Hotels and Facilities

### SKI BIRD TOURS

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TEL: EN. 2-1405, EN. 2-8400



# ALPINE HOSPITALITY

## British Style

by ISOBEL ROE

**E**VER thought of joining the Ski Club of Great Britain? If you plan to ski in Europe this season—especially if you are not going on a conducted tour—a membership for as little as three dollars is one of the best investments you can make. For where the travel bureaus' services end, the S.C.G.B. takes over and can help make your stay at the major European resorts a real pleasure.

The club maintains two full-time representatives at eighteen of the more famous Alpine ski centers and one representative at each of five smaller resorts. These officials are guides, PR men, social secretaries, masters of ceremonies and bureaus of missing ski poles all at once.

At each resort a schedule of the club's activities is posted weekly. Activities include group skiing down little-used runs, where snow conditions are often superior; ski tours along scenic routes; the popular S.C.G.B. first, and third class and soft-snow proficiency tests; and weekly cocktail parties.

The S.C.G.B. maintains typical London clubrooms—a cozy atmosphere for tea, drinks, lunch, dinner, reading up on skiing or, of course, shooting the breeze

Evenings, club officials hold regular office hours to advise members on tow tickets, ski school, the best choice of tea shops and ski companions. They also answer the inevitable letters that begin, "I hate bothering you but . . ." These generally end with the request that a ski or other item of equipment (buried in a hotel cellar for the past five years) be sent to the other end of the earth.

Aside from the practical consideration, there is satisfaction in belonging to such a venerable institution as the S.C.G.B., which was founded in 1903 and, after all, pioneered organized skiing and alpine competitions. The London clubrooms at 118 Eaton Square are a popular meeting place for lunch, supper, tea or drinks, and feature a good library.

Full membership, costing around five dollars, includes club publications and all privileges. This or lesser memberships can be obtained from the members' secretary in London or any of the club representatives on the Continent.



**Badrutt's**

### PALACE HOTEL



**St. Moritz, Switzerland**

Regular air connections direct to Zurich Airport. |New| telepherique from Corviglia to Piz Nair, 10,000 ft. "Spring skiing until Easter".



*St. Moritz*

### SUVRETTA HOUSE

(6,200 FT.)

- A world-known hotel of distinction in Switzerland.
- Season: December-March.
- Own Swiss ski school.
- Various ski lifts with a multitude of runs.
- New: the Piz Nair Teleferic (9924 ft.).
- Skating and curling rinks on own grounds.

**Bert Candrian, Managing Director**

phone 082, 33221



## A Directory of Dependable Ski Shops

### NEW ENGLAND

BEVERLY, MASS.  
Wally's Ski Shop  
BOSTON, MASS.  
Asa C. Osborn  
Ski Import  
BURLINGTON, VT.  
L. P. Wood  
CAMBRIDGE, MASS.  
James F. Brine  
Tennis & Squash  
FRANCONIA, N. H.  
Carroll Reed  
GREENWICH, CONN.  
Outdoor Traders  
HANOVER, N. H.  
Dartmouth Co-op.  
HARTFORD, CONN.  
Veteran's  
JACKSON, N. H.  
Jack Frost  
MANCHESTER, VT.  
Sig Buchmayer  
MIDDLEBURY, VT.  
Frank Mahr  
NORTH CONWAY, N. H.  
Carroll Reed  
RUTLAND, VT.  
Wilson Sports  
SPRINGFIELD, MASS.  
Carlisle Hardware  
Haynes & Co.  
STAMFORD, CONN.  
Bob's Sports  
STOWE, VT.  
Mt. Mansfield Co.  
Smugglers' Shop

WAITSFIELD, VT.  
Andy's  
WILLIAMSTOWN, MASS.  
House of Walsh  
WORCESTER, MASS.  
Strand's Ski Shop

### MIDDLE ATLANTIC

ALBANY, N. Y.  
Beaver Ski & Tennis  
BROOKLYN, N. Y.  
Olympic Ski & Sports  
BUFFALO, N. Y.  
Dick Fischer  
HUDSON FALLS, N. Y.  
Hudson Falls Ski Shop  
JOHNSTOWN, N. Y.  
The Sportsman  
LIGONIER, PENNA.  
Laurel Mt. Ski Shop  
LIVERPOOL, N. Y.  
Liverpool Sport Center  
NEW YORK, N. Y.  
Abercrombie & Fitch  
Alpine Sporting Goods  
Andra  
Horse House, Inc.  
Scandinavian Ski Shop  
PHILADELPHIA, PENNA.  
Mitchell & Ness  
W. L. Wilburger  
ROCHESTER, N. Y.  
The Country Gentleman  
SARATOGA SPRINGS, N. Y.  
Alpine Sports Shop  
SCHENECTADY, N. Y.  
Fox & Murphy  
Goldstock's

SCOTCH PLAINS, N. J.  
Bowerscraft  
SYRACUSE, N. Y.  
Marine Sports  
TROY, N. Y.  
Andy's Sporting Goods  
UNION CITY, N. J.  
John J. Tobler  
UTICA, N. Y.  
Webb's Sport Shop  
WHITE PLAINS, N. Y.  
Westchester Sports

### MIDWEST

APPLETON, WISC.  
Berggren Bros.  
BAY CITY, MICH.  
Stover's  
CABLE, WISC.  
Mt. Telemark Ski Shop  
CADILLAC, MICH.  
Williams Sport Shop  
CHICAGO, ILL.  
Von Lengerke & Antoine  
CLEVELAND, OHIO  
Halle Bros.  
DETROIT, MICH.  
J. L. Hudson  
The Ski Shop  
DULUTH, MINN.  
The Ski Shop  
EVANSTON, ILL.  
Jack-L-Tyers  
FERGUS FALLS, MINN.  
Spidahl Ski & Sports  
FERNDALE, MICH.  
Thomas' Ski Shop

FLINT, MICH.  
Allsports  
GAYLORD, MICH.  
Lionel Hayes Ski Shop  
GROSSE POINTE, MICH.  
Grosse Pointe Sports  
HATLEY, WISC.  
Nemko's Ski Shop  
IRON MOUNTAIN, MICH.  
Pine Mt. Lodge  
LEAD, S. D.  
Terry Peak Sports  
MADISON, WISC.  
H. H. Petrie  
MILWAUKEE, WISC.  
Les Meise, Inc.  
MINNEAPOLIS, MINN.  
The Dayton Co.  
The Ski Den  
Warner Hardware  
MUSKEGON, MICH.  
Central Hardware  
ROSCOMMON, MICH.  
Rutledge Brothers  
ST. CROIX FALLS, WISC.  
Trulihagen  
ST. PAUL, MINN.  
Kennedy Bros. Arms  
Schuneman's, Inc.  
SHAKOPEE, MINN.  
Moon Valley Ski Lodge  
SHELL LAKE, WISC.  
Lockhaven Ski Area  
TRAVERSE CITY, MICH.  
Peppi's Corner  
WATERS, MICH.  
Ski Village

### ROCKY MOUNTAIN

ALBUQUERQUE, N. M.  
M & W Sporting Goods  
ALTA, UTAH  
Peruvian Lodge  
AMERICAN FORK, UTAH  
Robinson's Sports  
ASPEN, COLO.  
Aspen Sports  
BILLINGS, MONT.  
Q's Sport Shop  
BOISE, IDAHO  
Idaho Sporting Goods  
Sib Klefner  
BOULDER, COLO.  
Ross Chivers Sports  
BOZEMAN, MONT.  
The Sport Chalet  
CASPER, WYO.  
Kistler's  
CORTEZ, COLO.  
Cortez Lumber  
DENVER, COLO.  
Denver Tennis & Ski  
Max Cook  
Ski, Inc.  
The Ski Shop  
Walter Linton  
FLAGSTAFF, ARIZ.  
Ski & Spur  
GREAT FALLS, MONT.  
Allsports  
IDAHO FALLS, IDAHO  
The Outdoorsman  
LEADVILLE, COLO.  
Bill's Sport Shop

OGDEN, UTAH  
The Sports Shop  
POCATELLO, IDAHO  
Pocatello Hardware  
RENO, NEV.  
Mount Rose Sports  
Sport Center  
The Sportsman  
SALMON, IDAHO  
Cook's Clothing  
SALT LAKE CITY, UTAH  
Sporthaus  
Wells's Sportsman's  
Zink's  
SANTA FE, N. M.  
Santa Fe Chairlift  
SUN VALLEY, IDAHO  
Lanes' General Store  
TWIN FALLS, IDAHO  
Gerrieh  
WINTER PARK, COLO.  
Winter Park Ski Shop

### PACIFIC COAST

BAKERSFIELD, CALIF.  
Vincent's  
BELLINGHAM, WASH.  
Adams, Inc.  
Jim & Ivers  
Skukzan Shoes  
BERKELEY, CALIF.  
Jim Davis  
The Ski Hut  
BURBANK, CALIF.  
Burbank Sports  
CHEVELAN, WASH.  
LaVigie Bros.

SKI, DECEMBER 1, 1954

# is more fun—

## ... with correct equipment!

You know, or you wouldn't be reading this magazine, that the *right* equipment really does make a difference . . . boots that hug your feet . . . skis that bite and respond . . . bindings that give a sense of confidence . . . clothes, trim but free.

Sure—kids have fun on "barrel staves" . . . and beginners get a kick out of any old skis, with make-shift poles and make-shift boots. But only with *correct* equipment . . . equipment that really fits you as an *individual* . . . can you get the last ounce of fun and satisfaction out of your favorite sport.

But this equipment costs money. And it is not always a simple matter to hit upon equipment that really is right for you. Boots that *really* fit, skis that you will *really* be happy with.

THE BEST PROTECTION FOR YOUR INVESTMENT IN SKI EQUIPMENT IS A SHOP SERIOUSLY INTERESTED IN SKIING. A shop with a genuine interest in helping *you* find equipment that is right for *you*. Fortunately, there are ski shops like this all over the world. Such shops won't sell "hard boots" to a beginner or downhill racing skis to the man who wants to ski just for the sheer fun of it. And they won't sell poles that are too short just because they happen to have them in stock. On the contrary, they make it a point of pride to steer you toward equipment that is right for you . . . equipment *you* will be happy with.

From among such shops we have selected the *Authorized Head Ski Dealers*. We proudly list them for your reference.

HEAD SKI CO., INC.  
Baltimore, Maryland



DUNSMUIR, CALIF.  
Bill's Ski Shop  
ENCINO, CALIF.  
Ken Cooper's  
EUREKA, CALIF.  
Gordon Hart Ski Shop  
EVERETT, WASH.  
Granstrom Sports  
PASADENA, CALIF.  
Portland  
PORTLAND, ORE.  
Hjalmar Hvam  
Meier & Frank  
The Mountain Shop  
SACRAMENTO, CALIF.  
Sacramento Sports  
SALEM, ORE.  
Wm. E. Anderson  
SALINAS, CALIF.  
The Sportsman  
SAN BERNARDINO, CALIF.  
Gabriel Brothers  
Pratt Bros.  
SAN DIEGO, CALIF.  
San Diego Sports  
SAN FRANCISCO, CALIF.  
Ross Bros.  
Saga  
Viking Sports  
SAN JOSE, CALIF.  
Cope & McPhetres  
SANTA ANA, CALIF.  
Neal Sporting Goods  
FRESNO, CALIF.  
Huebner Sports  
Mid-Valley Sports  
GRESHAM, ORE.  
Gresham Sport Shop

HOLLYWOOD, CALIF.  
Hollywood Tennis  
INGLEWOOD, CALIF.  
Jonas' Ski Chalet  
LAKEVIEW, ORE.  
Dalen Ski Shop  
LONG BARN, CALIF.  
Dodge Ridge Ski Shop  
LOS ANGELES, CALIF.  
California Sportsman  
Van Degriit's, Inc.  
MERCED, CALIF.  
Phil & Lou's Sports  
MODESTO, CALIF.  
Weeks Sport Shop  
MT. BALDY, CALIF.  
Emile Allais  
NORDEN, CALIF.  
Bill Klein Ski Shop  
PALO ALTO, CALIF.  
Spino's  
Stanford Sport Shop  
SANTA MONICA, CALIF.  
Tex's Sport Shop  
SEATTLE, WASH.  
J. W. Langille  
Osborn & Ulland  
University Book Store  
SODA SPRINGS, CALIF.  
Zorich Ski Shop  
SPOKANE, WASH.  
Simchuk Brothers  
SQUAW VALLEY, CALIF.  
Sporthaus  
STOCKTON, CALIF.  
Ward Tyler's  
VISALIA, CALIF.  
L & H Supply Co.

WALLA WALLA, WASH.  
Pete's Sport Shop  
WENATCHEE, WASH.  
Wells & Wade  
WESTWOOD, CALIF.  
Sporthaus  
YAKIMA, WASH.  
Hunky Shaw Sports  
Jed's Sports  
YOSEMITE PARK, CALIF.  
Yosemite Park & Curry  
  
**CANADA**  
MONTREAL, QUE.  
Arlington Cycle & Sports  
TORONTO, ONT.  
Margesson & Company  
VANCOUVER, B. C.  
George Sparring Ltd.  
CALGARY, ALTA.  
Canadian Alpine Equipment  
  
**ALASKA**  
MT. VIEW, ALASKA  
Daniel Hartley  
  
**EUROPE**  
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F. Baumann  
BASEL  
L. Kost & Co.  
Gerspach-Sport  
BERN  
Hans Bigler  
Christen & Co.  
D. Vaucher  
BIEL  
Montandon-Sport  
Naef-Sport  
CRANS  
J. Gentinetta  
DAVOS  
J. Ettinger  
P. Ettinger  
FLIMS  
W. Rudolf  
GENEVE  
E. Hofstetter  
Charles-Sport  
Delacour-Richie  
GSTAAD  
Gebr. Werren  
GRINDELWALD  
H. Bernet

KLOSTERS  
Casparis & Co.  
Hartmann-Sport  
Sporthaus Gotschna  
KL. SCHEIDEGG  
O. Konzett  
KORBERGASSE  
Franz Bednar & Sohn  
LAUSANNE  
Schaefer-Sports  
LENZERHEIDE  
F. Pesko  
LONDON  
Harrods Ltd.  
LUGANO  
L. Caravati  
LUZERN  
Widmer-Sport  
MILAN  
Rag. Cazzaniga  
MONTANA  
Primavera-Sports  
MONTREUX  
Bornand-Sports  
MUNICH  
H. Erkel

MURREN  
E. Abegglen  
F. Van Allmen  
NEUCHÂTEL  
Jika-Sports  
ST. GALLEN  
Hugler-Sport  
Senderegger-Sport  
ST. MORITZ  
A. Scheuing  
E. Testa  
SIERRE  
Rauch-Sports  
THUN  
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